





COMPLIMENTS OF

Joshua L. Lyte,

LANCASTER, PA.











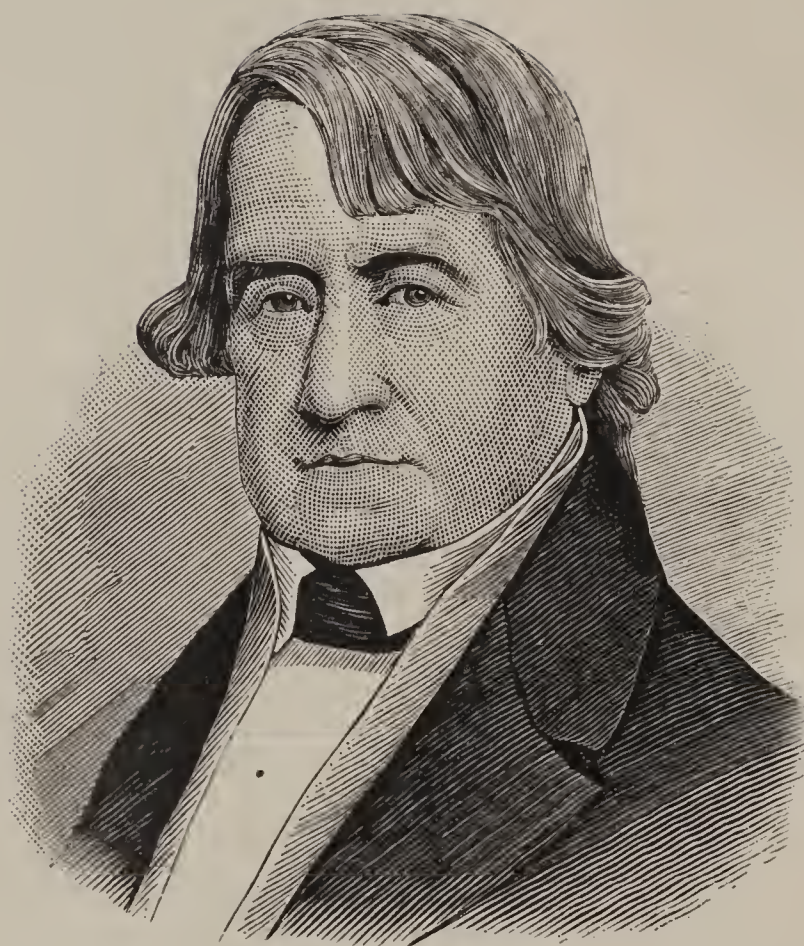












ADAM REIGART, JR.,  
PRESIDENT FROM 1813 TO 1844.



# HISTORICAL SKETCH

OF THE

## UNION FIRE COMPANY, No. 1,

OF THE

## CITY OF LANCASTER, PENNA.

FROM 1760 TO 1879.

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By ALFRED SANDERSON.

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LANCASTER, PA.  
PUBLISHED BY THE COMPANY.  
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1879.

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# LIST OF OFFICERS FOR 1879.

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PRESIDENT,

HENRY E. SLAYMAKER.

VICE-PRESIDENTS,

E. E. SNYDER,

J. L. LYTE.

SECRETARY,

G. EDW. HEGENER.

ASSISTANT SECRETARY,

GEORGE H. SHENK.

TREASURER,

CHARLES A. HEINITSH.

FINANCE COMMITTEE,

JOHN ALBRIGHT,

J. R. WATERS,

W. H. CLEPPER.

CHIEF ENGINEER,

JACOB R. WATERS.

ASSISTANT ENGINEERS,

G. BYRON CUMMINGS,

FRANK SPICER,

W. H. CLEPPER,

GEORGE H. SHENK.

CHIEF HOSE DIRECTOR,

CHARLES SEITH.

ASSISTANT HOSE DIRECTORS,

VICTOR RISSE,

JACOB KELLER,

H. SNYDER,

PHILIP KEMPF,

ALBERT C. CLINTON,

J. P. YOUNGMAN.

COLLECTOR,

D. L. ROTHARMEL.

DRIVERS,

C. C. GEITER,

A. J. CONNER.

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TO THE MEMORY  
OF THE  
FOUNDERS OF THE UNION FIRE COMPANY, NO. 1,  
THIS VOLUME  
IS RESPECTFULLY DEDICATED  
BY  
THE MEMBERS OF 1879.

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## PREFACE.

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"Instituted 1760." "In Union there is Strength." A little more than a quarter of a century ago, there stood an old hand fire engine in a lath and plastered building, directly opposite to the office of the *Lancaster Intelligencer*, in Market Square, in the city of Lancaster. The house belonged to the Union Fire Company, and was located in what was called Union Court, in the rear of the residence of the late Peter McConomy, Esq. Two things were especially noticeable—these were the year of organization, and the motto of the Company, which were painted on the front and sides of the engine, and are given above. The first by reason of its age; the second, because it denoted a unity, a grandeur, a sincerity, a determination, which did not fail to impress the mind of any one, be he young or old. The unity of purpose which then characterized the members of the Union Fire Company, which characterized their fathers, grandfathers, and great-grandfathers, and which characterizes those of to-day, exhibits to a great extent the why and wherefore that this organization ranks first in seniority, first in activity, and first in enterprise in the Lancaster Fire Department, as then and now constituted. These are no idle or merely boastful words—the records are extant, and the testimony of dead and living witnesses is at hand, to corroborate them. It is not pretended to give every item and incident in connection with the origin, progress, and present status of this Company, for that would make a volume unwieldy, certainly unnecessary, for present purposes; but extracts have been culled from the records and borough archives, the reminiscences of old citizens have been drawn upon, and the information obtained has been compiled in such a shape as to be of value and interest not only to the members of the Union, but to the citizens of Lancaster, because the history of this Company is in reality the history of the borough and city. It was organized only thirty years after the town was founded, in fact when it was but a straggling village, and in the progress, prosperity, and enterprise of this community, its members have invariably taken a leading part. It numbers on its roll men who were noted in Colonial, Revolutionary, National, State, and local affairs, and among its members have been a signer of the Declaration of Independence, members of the Colonial and first and

second Congresses of the United States, a President of the United States, two Justices of the Supreme Court of Pennsylvania, three Judges of the Court of Common Pleas, and others who have figured prominently in almost every position in life.

When it was determined to write the history of this organization, it was the original intention to publish it as a communication in one of the excellent and enterprising daily journals of Lancaster. It needed, however, but a brief examination of the mass of records to be convinced that this was impracticable. Hence the shape it has assumed. It comprises a sketch of the more important doings of the Company from the year 1760 down to the present time, with an interspersing of biographical, reminiscential, and other incidents, an index, and a list of the active and honorary members. The work is illustrated with seventeen portraits of prominent deceased and living members, and engravings of the several apparatuses.

The author desires to tender his thanks to Luther Richards, Esq., Gen. James L. Reynolds, John K. Reed, Esq., George M. Kline, Esq., Mr. J. M. Long, Mr. Henry Michael, Gen. George M. Steinman, Dr. Henry Carpenter, H. B. Swarr, Esq., Col. William B. Fordney, Col. William L. Peiper, Dr. Isaac C. Weidler, Hon. John T. MacGonigle, Mr. Frank P. Griffiths, Capt. George L. Boyle, Mr. Christian Zecher, Mr. William Hensel, Mr. John W. Jackson, Mr. Reuben A. Baer, Mr. James McKenna, Mr. Samuel F. Erisman, Col. Samuel H. Price, of Lancaster, and John W. Brown, Esq., of Harrisburg, for a number of excellent suggestions and several interesting incidents, which have been made use of, and, he thinks, have enhanced whatever of merit there may be in what has been written. Also, to Messrs. Henry E. Slaymaker, Robert Clark, G. Edw. Hegener, J. L. Lyte, W. H. Clepper, and G. Byron Cummings, of the Publication Committee, for the aid they have rendered; to the members of the Union generally, for the zeal and interest they have manifested in, and to the press of Lancaster for their kind notices of, the preparation of this Historical Sketch.

LANCASTER, April, 1879.



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# HISTORICAL SKETCH

## OF THE

# UNION FIRE COMPANY, No. 1.

---

### ORGANIZATION OF THE COMPANY.

THE precise time of the organization of the Company cannot be exactly arrived at, but from the earliest records extant, it was in existence in August, 1760. At a meeting of the Company, held January 15, 1836, Messrs. John Brown, P. K. Breneman, John Eberman, Peter Bier, Jr., Charles Kline, Henry E. Leman, and Edward A. Brien, a committee to revise the by-laws, made a thorough and patient investigation of the subject, and reported that there was no question of the Company having met and transacted business in the month of August, 1760. Further investigation since that time has but tended to confirm the verity of the committee's report, made forty-three years ago. In fact, an examination of the borough archives leads the writer and a committee of the Company to believe that the Union even existed between 1742 and 1750. A meeting of the corporate officers in 1744 refers to the condition of the fire ladders, hooks, and buckets. The Burgesses and Assistant Burgesses serving between those years were all members of this Company. A receipt, found since the beginning of this Historical Sketch, dated January 7, 1761, from Edward Shippen, agent for James Hamilton, acknowledges the payment of £1.4.6 sterling, four years' ground rent, on half lot, No. 379, belonging to Bernard Wolf, and upon this

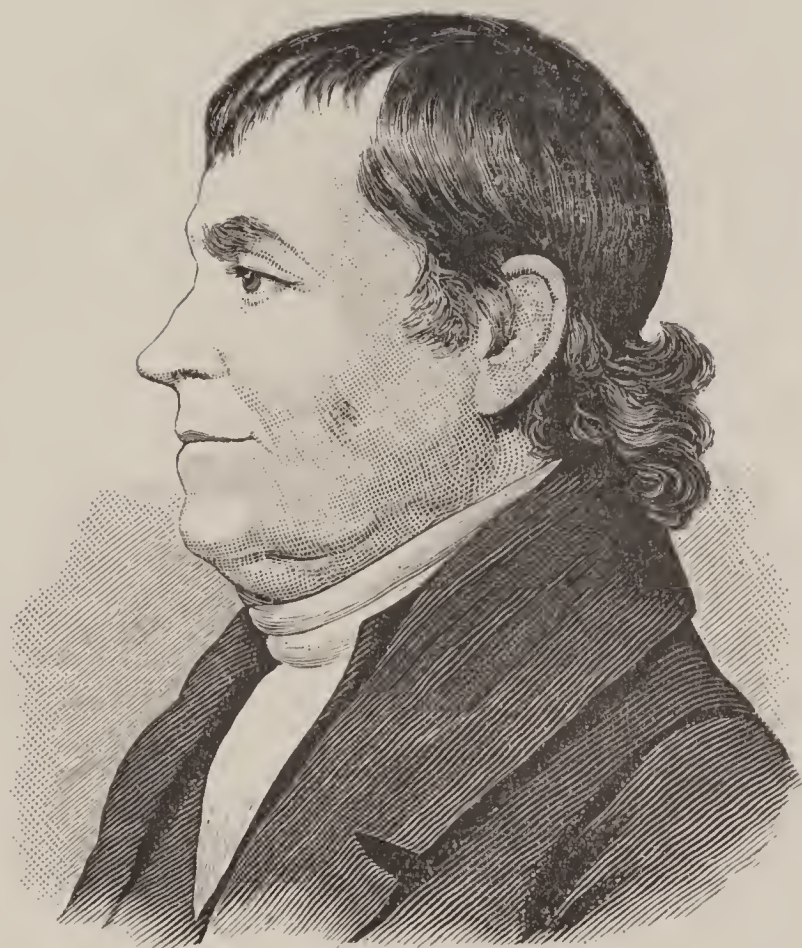
lot ground rent was paid several years subsequently. Inquiry shows that if not the same, it was in the immediate vicinity of the property of the late Rev. William Beates, on West King street, between Water and Mulberry, and upon this lot, it has been pretty well ascertained, the first engine house stood. The oldest minute book, from which a number of the first pages are missing, shows that there had been previous meetings, and that the Company was organized for some time at least before 1764. At a meeting, on the 25th of August, in that year, "Mathias Slough paid into the Treasurer's hands the sum of one pound two shillings fines, which were collected by him; also, five shillings, which is his fine for neglecting to summon the Company to meet in June last, agreeably to the articles. Christian Voght, the present Clerk, paid into the hands of the Treasurer the sum of fourteen shillings, fines collected by him."

At this meeting there were present: "William Dehuff, Robert Fulton, Joseph Simons, Anthony Snyder, Christian Voght, John Stone, Christopher Crawford, Samuel Boyd, John Hopton, Mathias Slough, Henry Dehuff, John Eberman, Mathias Dehuff, Adam Reigart, Charles Klugh, George Graeff, Abraham Riblet, Godlip Kline, George Burkhart."

And the absent members were: "Adam Simon Kuhn, Wm. A. Atlee, Christ. Ginther, Isaac Whitelock, Edward Shippen, Leonhart Kline, Lodwick Stone, Christ. Reigart, John Postlethwait, Caleb Sheward, James Peters."

#### LOCATION OF THE FIRST ENGINE HOUSES.

The first engine house, as has been already stated, was located on lot No. 379. It was a one-story movable frame structure, and was subsequently removed to Hoffman's run, now Water street, in the neighborhood of the Stevens House. At the latter place it stood for many years, and quite a number of our older citizens have a distinct recollection of the building. Upon the purchase of the gallery engine, in 1823,



ADAM REIGART, SR.,  
TREASURER FROM 1789 TO 1813.





it was found to be too small, and was sold to the late Mr. Jacob Frey, and remained for a long time upon his property, in West King street. The second house, also a one-story movable frame building, was located in the rear of the Pennsylvania Branch Bank (subsequently the Lancaster Savings Institution), at the corner of West King and Prince streets. This building, also becoming too contracted for the Company's purposes, was sold to the Humane Hose Company, in 1838, and occupied by that organization for years.

#### IMPORTATION OF AN ENGINE FROM LONDON.

The following minute, having reference to the purchase of an engine, is from the proceedings of a meeting of the Company, held December 9, 1764:

"The Members of this Company of the Committee, to wit, Edward Shippen, John Hopton and William Atlee, do report that at a meeting of the Committee of the three Companys on Monday, the 24th inst., it was agreed by the said General Committee that the Moneys subscribed by the inhabitants of this Borough for a Fire Engine should be immediately collected by Bernard Hubley, John Hopton, William Bowsman and Marcus Young, and should be by them, when collected, applied toward purchasing the said Fire Engine, and that the said Committee hath agreed to employ or desire Mr. Wm. West, of Philada., Mercht., to import the said Engine for the said Company, which report being considered is approved, and the said Committee it is agreed shall dispose of said Moneys when collected in purchasing a Fire Engine in the manner they shall judge most for the benefit of the Companys, to wit, the Union, Friendship and Sun Companys."

This engine, the second in the Company's possession, and the only one of which there remains any account, was imported from London. It was a small affair, an insignificant thing in comparison with the huge steam fire engine of the Company of the present day, but it did good service notwith-

standing. It was supplied with water from the public pumps or wells by means of leathern buckets, which were passed from one member to another—the Company being formed into two lines, one passing the filled buckets to the engine, the other returning those that were empty. It was finally sold to the corporation of the Borough of Manheim, in Lancaster county, was used by the citizens of that town for a long while, and was housed in the engine house, which stood in the public square. What has since become of it has not been learned.

#### FIRE LADDERS, ETC.

At the same meeting, “Anthony Snyder, it is agreed, shall provide immediately four Fire Ladders at the Expense of this Company, to wit, two long ones and two short ones, with proper hooks, and two poles for Fire Hooks, and redner his account for them at the next meeting, to be allowed and paid by the Treasurer.”

#### THE BOROUGH AUTHORITIES RESOLVE TO BUILD AN ENGINE HOUSE.

Shortly after this the Borough authorities took up the question of building a house to accommodate three fire engines at least. A meeting of the Burgesses and Assistant Burgesses of the Borough of Lancaster, was held in the month of July, 1765, at which “it was considered and agreed that a House be forthwith erected fit to contain three Fire Engines at least, in and on the Northwest Corner of the Market house, to take up in length of the Market house three Pillars, and not to take up more than four feet of the inside of the said Market house. And Mr. John Feltman and Mr. Jacob Fetter are hereby appointed to carry out and erect the aforesaid House as they think most advantageous to the Corporation, and bring their Accounts of the Expenses of said Building to be reimbursed by the Corporation.”

There is nothing in the records of either the Company or borough to indicate that the Union ever occupied this house.



## DANGEROUS CONSEQUENCES OF CHIMNEY FIRES.

The Burgesses and Assistant Burgesses held another meeting on the 21st of November, 1765, when "the Dangerous Consequences of Chimneys being set on fire was considered. It was therefore ordered that notice shall be given to the Inhabitants of this Borough that they shall keep thir Chimneys clean. That if any person's Chimney shall catch fire so as to blaze out at the top, they shall pay a fine of twenty shillings, agreeably to an Act of Assembly. Notice was likewise given to the Inhabitants."

## STRINGENT RULES AND PENALTIES.

In those days, and for many years after, the Company was not permitted to consist of over forty members, and when one died, resigned, or was expelled, another person was immediately chosen in his place.

The members were required to take their turn monthly as Secretary or "Clark" (as it was often written), and any one refusing or neglecting to do so was fined five shillings.

Fines for non-attendance were even collected from the estates of deceased members. In addition to fining for non-attendance, a penalty was imposed for "not having bucket, bag, or basket."

To show that the Company was no respecter of persons, the following minute occurs on the 25th of May, 1765: "William A. Atlee ordered to be charged for Neglect of Duty in summoning Caleb Sheward to ring."

Another member, "refusing to pay his fines, amounting to nine shillings," it was ordered "that he should be expelled the Company, which he is accordingly, and that the succeeding Clerk give Notice of a New Member being to be chosen in his Room."

## WHEN MEMBERS WERE EXEMPT FROM FINE.

If members were less than ten miles away from town on the evening of a meeting they were invariably fined, but if or be-

yond that distance the fine was not exacted. The following quaint minute appears on the record of the 28th of February, 1767:

"Samuel Boyd is excused 4 of his Fines, he being 4 times 10 miles from Town.

"George Burghart is also excused 3 of his Fines, he being 3 times 10 miles from Town.

"Leonard Kline is excused the 1 Fine imposed on him at last meeting, being then 10 miles from Town."

#### CARE AND INSPECTION OF THE ENGINES.

In those good old times, halcyon days they must have been, as much interest was manifested in the caring for and inspection of the "machines" as is given now, as is shown from the following minute of a meeting of the Company on the 26th of October, 1765:

"As this Company think it necessary, and that it would be of general advantage, that some person might be chosen to take the care of and inspect the Fire Engines and keep them in proper order, the consideration and appointment of a proper Person for that purpose with his allowance for his Services is referred to the Committee of the three Companys, and it is not doubted but the other Companys will think the same necessary, and give their instruction to the same effect to their members belonging to the Committee."

#### HOW THE MEMBERS WERE ASSIGNED TO WORK.

That the position of a fireman in those days was no mere sinecure, is shown by the fact that at a meeting of the Company on the 22d of February, 1766, the members were assigned to duty in squads as follows, in cases of fire:

"Edward Shippen, Adam Simon Kuhn, James Burd, William Atlee—To direct and form lines, etc.

"Robert Boyd, Godfried Klyne, John Sayre, Samuel Boyd, Christian Voght—Carriers of goods.

“John Hopton, Joseph Simon, George Graeff, Lodwick Stone—Door men.

“William Henry, Mathias Slough—Pipe players.

“Christopher Reigart, Adam Reigart, Henry Dehuff, Peter Riblet, Mathias Dehuff, Abraham Riblet—Workers of the Engine.

“Anthony Snyder, Fred. Tombaugh, Christopher Crawford, John Eberman, Charles Klugh, Rudy Stoner, George Burkhard, Leonard Klyne—To carry ladders, hooks and forks.”

#### THE FIRST RESERVOIR THOUGHT OF.

At least seventy years before the first reservoir, at the head of East King street, was built, a reservoir was proposed by the Company. At a meeting, on the 30th of August, 1766, “the Members of the General Committee belonging to this Company are instructed to request a meeting of the rest of the Committee, and to let them know that it is the opinion of this Company that a Reservoir be made on the Run in Queen street, and that if there is not already money enough in the hands of the Committee, they are willing to pay their proportion of the deficiency.”

#### DEALING IN LOTTERY TICKETS.

The Company, every now and then, indulged in the purchase of lottery tickets, but, like a good many people nowadays, who invest their surplus cash in similar projects, invariably drew—blanks. On the 31st of December, 1768, “Bernard Wolf reports that the Company’s Treasurer, agreeably to the order of last meeting, hath paid into his hands the sum of 40 shillings to purchase a ticket in the present Philadelphia Public Lottery, and that he hath accordingly purchased a ticket in the 3d class of the said lottery, which he now produceth, and is numbered 3635. Upon considering the matter, his conduct is approved of. He is directed to keep the ticket in his hands until next meeting, that it may then be delivered to the Treasurer for the Company’s use and benefit.”



And, again, on the 25th of June, 1774, "it is agreed and ordered that the Treasurer purchase three tickets in the Conestoga Bridge Lottery, for the benefit of the Company's stock, and report the Numbers to the next meeting.

"No. 3, No. 234, No. 239, are the numbers of the Company's tickets in the First Class of the Conestoga Bridge Lottery, signed by Adam Reigart, and are in the Treasurer's hands."

One or two other instances are also given where there was an investment in lottery tickets, but without any success.

#### INVESTING IN A LIBRARY.

On the 28th of October, 1769, "it is agreed that the Treasurer pay into the hands of Bernard Hubley and William Bowsman, twenty pounds for the use of the Juliana Library in Lancaster, on condition that the above gentlemen give their bond to the Treasurer for the same, payable in 12 months, with interest."

Whether the literary tastes of the members resulted in any benefit, pecuniary or otherwise, is not recorded.

#### DURING THE REVOLUTION.

For several years prior to and during the Revolution, although the Company maintained its organization intact, nothing of importance seems to have occurred. For two years, in 1777 and 1778, no meetings were held, many of the members of the Union being absent in the service of the Revolutionary Army. Notwithstanding the apparent apathy, there was considerable solicitude manifested as to the proper care of the engines, for on the 28th of January, 1775, it is recorded that "Mr. Charles Hall having had care of the Fire Engines since December, 1773, and no allowance having been made to Mr. Hall for his trouble, and the Sun Fire Company being to bear a proportional part of the expense in taking care of the Engines, the following persons, to wit, Christian

Voght, Samuel Boyd and William A. Atlee, are appointed a Committee for this Company to wait upon the Sun Fire Company, at their next meeting, and confer with them upon this matter, and for the Sun to be allowed and settle whether the Engines are to be continued under the care of Mr. Hall—it being the sentiments of this Company that they be continued under Mr. Hall's care, if agreeable to that Company."

NEW LADDERS, ETC., ORDERED.

On the 11th of December, 1784, the following minute is recorded: "It being proposed, and it is unanimously agreed to, that three Ladders be provided for the use of this Company, and paid for out of their Stock—one of forty-five feet in length, with hooks and rollers to accommodate the Roof of a House, and also a Tackle Rope and Basket for letting down Persons in distress during fire. And Messrs. Adam Reigart and Jacob Krug be requested to provide the same forthwith. The Ladders to be painted, and the word UNION be put thereon."

REGARDING THE STORAGE OF POWDER.

At this same meeting, "it is proposed and unanimously assented to that three Persons, Members of this Company, should attend the Corporation of this Borough, at their Meeting on Tuesday next, to request that a Petition may be presented to the Legislature or Executive Council of this State, for the purchase of the Powder Magazine of this Borough, for the reception of the powder in the Merchants' Possession, and to request of the Corporation that the Act respecting the quantity of powder to be kept by any one Person in his House may be rigidly carried into execution, without respect of Persons. The Members to attend on the Corporation for the purpose aforesaid are agreed to be Jasper Yeates, John Hubley and Ludwig Lauman."

## DELINQUENT MEMBERS TO BE REPORTED.

And at the same meeting, it was "agreed that the next meeting be at the House of Frederick Hubley, and that Wm. A. Atlee, Esquire, be the Clerk who is to collect the Fines in arrears, and pay particular attention that the Fire Buckets, Bags and Baskets of the Members be in order, and to report the delinquent members."

## FIRES AT THE PUBLIC BUILDINGS.

At a meeting, on the 31st of December, 1785, "the Company, taking into consideration the frequent Fires that have happened to the Public buildings in this Town, and the propriety of the public being prepared against such accidents, it was agreed that Jasper Yeates, John Hubley and Stephen Chambers be a Committee to wait on the Court and Grand Jury at the next General Quarter Sessions to be held for this County, and to request them to direct the Commissioners of this County to procure one Fire Engine and a reasonable number of Buckets at the expense of the County."

## SYMPATHY FOR THE "THREE-STORY LADDER."

On the 27th of January, 1787, "the Company took into consideration the situation of the Three-Story Ladder belonging to the Fire Companies, on account of its being exposed to the weather. It was unanimously agreed that some shelter be provided for it. And Messrs. Christopher Hager and Conrad Swarts are appointed to get some sufficient cover made to secure it, and the expenses attending it to be paid out of the Company's stock."

## ANOTHER FIRE ENGINE WANTED.

At a meeting on the 27th of December, 1788, "John Miller and Christian App, Members of the Sun Fire Company, attended as a deputation from their Company, respecting the mode to be pursued in procuring another Fire Engine for the



use of the Borough, and also about the expense accrued in repairing those Engines we already have, which business is now postponed until an application is made to the Court and Grand Jury to have an Engine purchased by the Commissioners out of the County rates and levies for the use of the Publick."

#### GEORGE ROSS'S FINES REMITTED.

Elsewhere it is noted that George Ross, a member of the last Colonial Congress, and one of the signers of the Declaration of Independence, was a member of the Union, having joined it long before the Revolution. His son, George, was also a prominent member of the Company, and on the 31st of January, 1789, it was "agreed by the Company to remit 14 shillings of his fines, he being in Public Service." Mr. Ross's other sons, William B. and James, were also for many years members of the Company.

#### "STILL HARPING ON MY DAUGHTER."

Those old members of the Union were an indefatigable, irrepressible set of fellows. No rebuffs or discouragements deterred them when they once made up their minds to accomplish a certain object. On the 28th of February, 1789, "it is agreed by the Company that Joseph Simon and Adam Hubley be a Committee to call on the Members of the Sun Fire Company, and confer with them on the Propriety of certain Measures being taken for Carrying into Execution the Agreement of the Commissioners with the Concurrence of the Justices and Grand Jury to furnish an Engine for the Public Use with all possible expedition"

And, again, on the 28th of March, 1789, "Stephen Chambers, Adam Reigart and George Graeff, Esquires, are appointed a Committee to wait on the Commissioners of Lancaster County to confer with them, and carry into execution, the procuring of a Fire Engine and three dozen of Water

Buckets recommended by the late Grand Jury, to be procured out of the County rates for the use of the County, for the protection of the Public Buildings in the Borough of Lancaster."

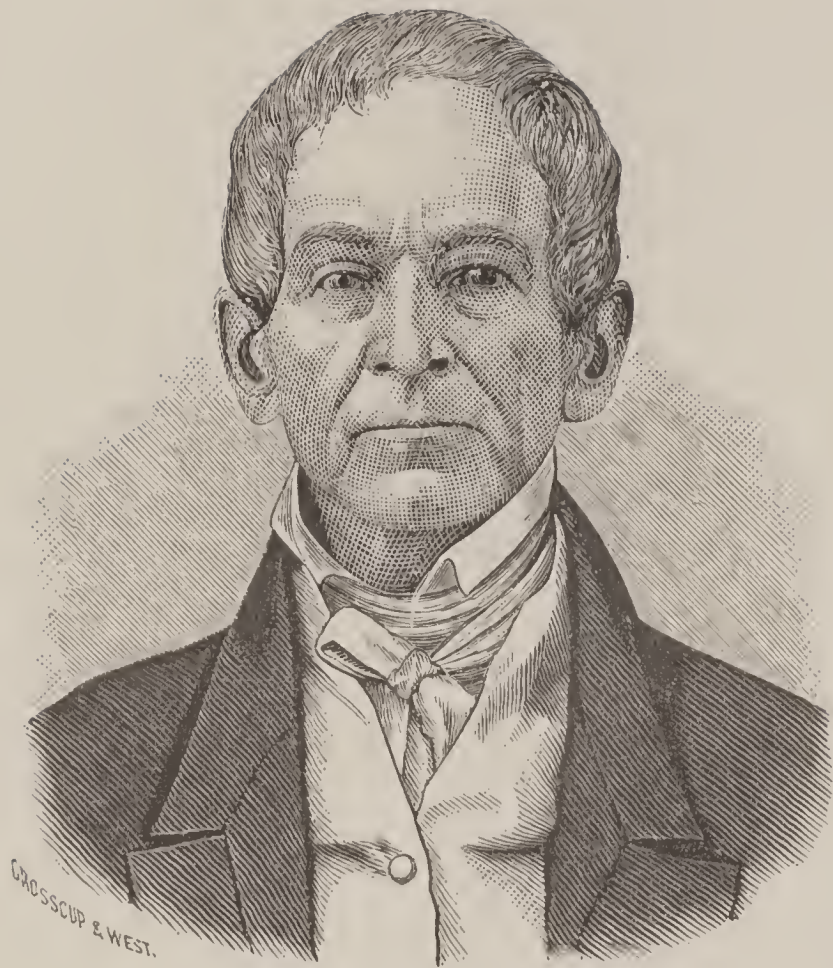
THE ANSWER COMES AT LAST.

Perseverance, especially in a good cause, as well as virtue, will have its reward. After "patient waiting and vigils long," the answer came in the shape of another engine for the public use. On the 27th of February, 1790, "Adam Reigart, Thomas Turner and Henry Bennett are appointed a Committee to meet such persons as the Sun Fire Company shall appoint to view the Fire Engine lately purchased by the Commissioners of this County, and to report whether the same is made in a workmanlike manner, as to answer the purpose thereby intended according to the contract."

In a report of the Auditors of Lancaster county, in the possession of John A. Hiestand, Esq., giving the items of expenditures from October 3, 1787, to March 17, 1792, there is a payment of £120 to John Miller and others for a fire engine, and £4.10 to Henry Pinkerton, for hauling the engine from Philadelphia.

AFTER BORROWERS WITH A SHARP STICK.

Even in those days there were borrowers, an abomination to all people who believe in and practice the golden rule of "doing unto others as you would be done by." At the same meeting, "the Company having considered that their Fire Ladders had been frequently borrowed by persons not belonging to the Company, and that they had sustained Considerable Damage thereby, it is agreed unanimously by the Members now present, that if any person not a member of this Company, shall apply for any of the said Ladders that he shall pay One Shilling for the use of each Ladder per day. And if any damage should arise to the said Ladders, the said person to repair fully the said damage. Any portion of time less than a day shall be deemed as a day."



JOHN EBERMAN,  
SECRETARY AND TREASURER FROM 1813 TO 1818.





## NEW ENGINE HOUSES WANTED.

There was a sort of joint-stock proprietorship in the engine houses existing between the Union and Sun Companies, and they must have been uninhabitable structures, for on the 26th of March, 1791, "Messrs. Adam Reigart and John Hubley are appointed a Committee to wait on the Sun Fire Company, to know whether they will not concur in erecting New Houses for Fire Engines, and carry the same into execution."

## INSTITUTION OF QUARTERLY FEASTS AND MERRY-MAKINGS.

"Landlord, fill the flowing bowl,  
Till it does run over—  
For to-night we'll merry, merry be,  
And to-morrow we'll be sober."

The founders of the Union were evidently inclined to be convivial, and, after their seasons of labor, delighted in being called off to refreshment. The first "feast of reason and flow of soul," of which there is any record, was at the house of Mr. Matthias Slough, a member of the Union, and a noted hotel-keeper of that day. He had also been a member of the State Assembly in 1777. These banquets were kept up for a long series of years, and were the means of strongly cementing the members in their attachment to and friendship for each other. The notice of the first banquet ("supper" they modestly called it) is so quaint that it has been extracted from the records. It reads as follows:

"We the Subscribers, Members of the Union Fire Company, in the Borough of Lancaster, do agree to Sup together once every Quarter of a Year, the first Supper to be at Mr. Slough's at the next meeting, and the next to be the last Saturday in the month, three Months After, at the house of the next Innkeeper on the Fire Company List, and so on. The Club not to exceed five Shillings each, and whether absent or present, we agree to be accountable, and, to pay that sum towards the expense of the same as long as we continue Members.

"James Ross, John Hubley, Wm. Kirkpatrick, Wm. Moore, Wm. A. Atlee, (only to be charged when present, as he lives too far out of Town,) Michael App, Christopher Hager, Alexander Scott, Frederick Kuhn, Adam Reigart, Thomas Edwards, James Jacks, Michael Musser, Jacob Krug, George Musser, Jacob Graeff, Henry Bennett, Myer Solomon, John Graeff, Solomon Etting, Thomas Turner, Geo. Graeff, John Trissler, Adam Reigart, Jr., Mathias Slough, Jno. Jos. Henry, (if I am now elected,) Paul Zantzinger, George Ross.

"Saturday, Feby 26th, 1791."

Mr. Henry was elected a member at this meeting, and doubtless took part in this as well as many of the subsequent feastings. There was no "chiel amang them to take notes," and we are left considerably in the dark as to how the "boys" behaved themselves at these quarterly feasts and merry-makings, and at what hour of the night thereafter they sought their "downy beds of ease."

#### JOHN JOSEPH HENRY.

As the name of John Joseph Henry figures conspicuously in the earlier records of the Company, it deserves more than a mere passing notice. An interesting sketch of his life appears in Harris's Biographical History of Lancaster County. He was a son of Hon. William Henry, who was a member of the Congress of 1784, and was born in Lancaster, November 4, 1758. The elder Henry was a noted citizen of Pennsylvania both before and after the Revolution, and also a member of the Union. It was in his house that Thomas Paine wrote No. 5 of his celebrated series, "The Crisis." John Joseph was apprenticed to a gunsmith, and subsequently went to Detroit, Michigan, then in the far-off Western wilds. Returning to Lancaster, in his seventeenth year, he clandestinely joined a regiment, raised in Lancaster county, to join Arnold in his famous but disastrous campaign against Quebec in 1775. He endured hardships which appear almost incredible,

and while in prison, where he was confined for nine months, contracted a loathsome disease, the scurvy, which incapacitated him from labor or study for several years. He was offered a captaincy both in Pennsylvania and Virginia regiments during the Revolutionary War, but his sickness compelled him to decline the positions. Regaining his health, he entered the office of John Hubley, then Prothonotary of Lancaster county, and subsequently read law with Stephen Chambers, a well-known attorney of the Lancaster Bar, and a member of the Union. He was admitted to practice in 1785, and was appointed President Judge of the Second (Lancaster) Judicial District by Governor Mifflin in 1793. This position he filled with distinguished ability for seventeen years. He died in Lancaster on the 15th of April, 1811. Judge Henry wrote an exceedingly graphic history of the campaign against Quebec, which is yet to be found in the libraries of some of our older citizens. He often compared that campaign as in many respects equal to the celebrated retreat of the ten thousand Greeks, and said of it that it would require the talents of a Xenophon to do it real justice. The Judge frequently served as Secretary of the Union during his membership in the Company. He wrote a beautiful hand, and his records are carefully, concisely, and intelligently compiled.

#### THE BANQUETS IN AFTER YEARS.

About fifty years ago, yearly banquets were instituted instead of the "quarterly suppers," and were kept up for a number of years. They were given at the old Leopard Hotel, in East King street, the proprietors of which were the late Jacob Duchman, and subsequently his son, the late Col. John H. Duchman, a soldier of the war of 1812, and of the late rebellion, and who had been an active member of the Union for a third of a century. At one time he commanded the Lancaster Fencibles, which had a famous reputation for drill, discipline, and soldierly appearance throughout Pennsylvania



and the adjoining States. During the late war he was Lieutenant Colonel of the 79th Regiment, P. V., and served until failing health compelled him to leave the army. He was, in the real sense of the term, a martinet when on duty. The expression of his countenance was stern and unyielding, but no man possessed a warmer, more tender, or sympathetic heart. Somewhat more than a decade ago, the "drum of Heaven beat the recall" for the old hero, and he is quietly awaiting the time when his soul and body will again commingle at the sound of the reveille in the early morning of the Resurrection.

These banquets were attended by such men as President Buchanan, Adam Reigart, John Reynolds, Joseph Ogilby (Cashier of the Branch Bank of Pennsylvania), John Eberman, William C. Frazer, George H. Krug, Henry R. Reed, George H. Whitaker, William Coleman, John R. Montgomery (the most eloquent lawyer of his day in Pennsylvania, and whose forensic efforts are still spoken of with delight by those of the few living to-day, who listened to them), Gerardus Clarkson (Cashier of the Farmers' Bank), John Mathiot (Mayor of Lancaster), John H. Duchman, Emanuel Trissler, John Baer, Peter G. Eberman, Michael McGrann (a famous auctioneer and wit), Thomas Jefferies, William Ihling, Hugh Maxwell (a noted editor, and inventor of the first printer's roller), George W. Barton (the prince of political orators, and subsequently a Judge of the Quarter Sessions Court of Philadelphia), Reah Frazer (the "War-horse of Democracy"), Charles Kline (for years a prominent merchant of Lancaster), Jacob Bear, Jacob Frey (prominent in many business enterprises), John Ehler, Robert Moderwell (a well-known forwarding merchant), Newton Lightner, Joshua W. Jack, John F. Shroeder, Christian Widmyer, John Brown, William B. Fordney, Dr. Henry Carpenter, John W. Forney, Henry Hegener, Henry E. Leman (the noted rifle manufacturer), Thomas E. Franklin, Henry S. Magraw, and James B. Lane. There were



others, whose names cannot be recalled, who were frequently present at these entertainments, which were superbly got up, and interspersed with sallies of wit, snatches of song, and happy sentiment, indicating how well these men were at home in impromptu efforts and after-dinner speeches.

IMPORTANT MEASURES—RESERVOIRS, NIGHT WATCH, AND  
LIGHTING OF THE STREETS PROPOSED—ACTION  
OF THE LEGISLATURE.

We are a progressive people, and have far outstripped our ancestors in the race toward prosperity and affluence. But it is doubtful if we are wiser or more far-seeing than our fathers after all. They projected and builded, not for their own time alone, but with an eye to the future. It will be news to most people of the Lancaster of to-day that in the quiet meetings of the Union Fire Company, nearly ninety years ago, the question of reservoirs, night watch, and the lighting of the streets was considered. It was also taken up and discussed by the members of the Sun Fire Company, and the result was a conference of the members of both organizations. The record of this conference is of sufficient importance to be given entire in this connection. It was held at the Court House, on the 17th of December, 1791, and was presided over by Hon. Jasper Yeates. Following are the proceedings:

“It was proposed that two Persons should be appointed out of the Union Fire Company, and two Persons out of the Sun Fire Company, to superintend and direct the alteration of the Engine Houses, in such a manner as fully and conveniently to hold the different Engines, with their Pipes ready Screwed on, and the same was carried in the affirmative. Whereupon, Messrs. Adam Reigart, Andrew Geiss, Paul Zantzinger and Godliep Nauman were duly chosen for that purpose.

“It was further agreed that the Persons so chosen shall provide and fix Drag Ropes to the Engines, and also ropes to the Fire Hooks of proper length, and shall provide six keys

to the locks of the Engine Houses to be deposited severally in the Houses of Mathias Slough, Frederick Steinman, Paul Zantzinger, Christopher Mayer, John Joseph Henry and Jacob Rupp.

"John Hubley, George Ross, George Musser and Adam Reigart, Sr., of the Union Fire Company, and John Miller, Jacob Lahn, Adam Weaver and John Bausman, of the Sun Fire Company, are appointed to carry about Subscription Papers amongst the Inhabitants of this Borough, for the purpose of collecting Monies to accomplish the foregoing works, and also to furnish New Ladders and Fire Hooks, if they shall find the same necessary. And they are also requested to recommend to each of the Inhabitants, as have not joined any Fire Company, forthwith to erect themselves into one or more Companies.

"It is unanimously agreed that on no pretense whatever shall the Fire Ladders or Hooks be used, except in the cases of fire.

"It is also agreed that two Sluices be fixed at proper places on the Prison Run, and one Sluice on Vine Street Run, in order to collect the water in case of the calamity of a fire; and that a bill of the expenses attending this work be submitted to the Commissioners of the County as a proper public charge to be paid by the County at large.

"It is agreed that for the future both Fire Companies will meet on the third Saturday of each month.

"It being suggested that a Nightly Watch and Lighting the Streets of the Borough would be attended with much public advantage, it is agreed that Jasper Yeates, Mathias Slough, Joseph Simon and George Ross, of the Union Fire Company, and Frederick Steinman, Frederick Frick, Jacob Lahn and Christopher Mayer, of the Sun Fire Company, be a Committee to wait on the Corporation, praying them to use their efforts to have a law passed for that purpose by petitions to the Legislature."

## ACTION OF THE LEGISLATURE IN THE MATTER.

The Legislature took action upon the matter the same winter, and passed an act in accordance with the prayer of the petitioners. In 3 Dallas, Laws of Pennsylvania, page 222, will be found the following :

“An Act for establishing a nightly watch, providing lamps, and supporting pumps, for public use, in the Borough of Lancaster, in the County of Lancaster.

“WHEREAS, It has been represented that great advantage and benefit would arise to the inhabitants of the borough of Lancaster, in the county of Lancaster, if they were enabled by law to raise a public tax on themselves, and to make proper regulations in respect to lighting and watching their streets, and supporting a suitable number of pumps within the said borough.”

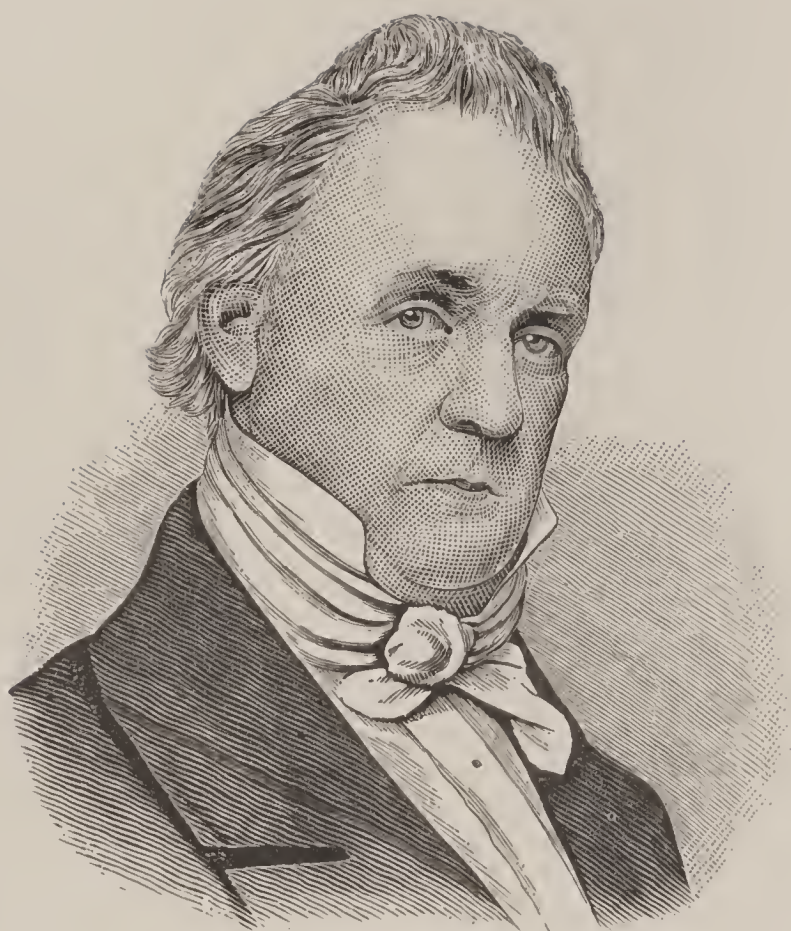
The first ten sections divide the borough into wards—the North-West, North-East, South-West, and South-East—indicate how the tax is to be levied and collected, and make provisions for the appointment of assessors and wardens to properly carry the law into effect.

“SECTION 11. That the said Corporation shall have full power, and they are hereby required to fix, support and maintain, from time to time, out of the monies levied and collected by virtue of this act, such suitable number of pumps, in such convenient public places in the streets and public alleys in the said borough, and to erect and maintain dams and sluices, in such parts of the borough as to them shall appear necessary, the said pumps to be fixed and disposed of in as regular order as the crossings and intersections of the several highways, streets or alleys will admit of, and in as beneficial manner, for the general and equal use and interest of the whole borough, as can be; and the said Corporation are hereby further empowered, when they shall think proper, to agree with the owner or owners for all or any of such pump or pumps as are



already fixed in the streets or alleys within the said borough, which pump or pumps, after such agreement made with the owner or owners thereof, shall forever after become the property of and belong to the said Corporation, to be maintained and kept in repair at the public charge; and the said Corporation are further empowered, and are hereby enjoined, to enquire into the condition and take care of the repair of the several pumps within the streets or public alleys of the said borough; and if, after due enquiry, it shall appear to them, on the evidence of two or more witnesses, that any of the said pumps have been out of repair for the space of three months next after notice thereof given by one of the burgesses to the owner or owners of the said pumps, then, and in such case, every such pump or pumps shall forever become and be the property of the Corporation, to be maintained at the public charge; and if any person or persons shall and do, after the publication of this act, willfully and maliciously break or carry away the handles of any of the pumps within the said borough, or otherwise injure or damage the same, every person, so offending, and being thereof convicted in any court of quarter sessions in and for the county of Lancaster, shall forfeit and pay to the treasurer, for the uses of this act, the sum of five pounds, to be forthwith levied, by warrant directed to the high constable of the said borough, on the goods and chattels of such offender, or, in case of a deficiency thereof, by imprisonment, until payment be made, or the offender be otherwise discharged by due course of law.

“SECTION 12. That the said Corporation shall have power, and are hereby directed, as soon as can be, to erect, put up and fit such number of lamps, in such parts and places in the highways, streets and public alleys in the said borough, as to them shall be meet and expedient, and to contract with any person or persons for the lighting, trimming, supplying, maintaining, and preserving the same; and likewise to employ such number of watchmen, at such reasonable wages, and for



JAMES BUCHANAN,  
FIFTEENTH PRESIDENT OF THE UNITED STATES.





such length of time, as shall be found expedient, and in case of misbehavior, inability, or neglect, to discharge them, and appoint others in their stead; and the said Corporation shall have full power and authority to order and direct which warden shall watch or superintend the said watch each night, and to regulate and ascertain the hours and manner of keeping watch at the stands and number of rounds of the said watchmen throughout all the highways, streets and public alleys, in the said borough; and the said wardens and watchmen, respectively, shall use their best endeavors to prevent fires, murders, burglaries, robberies, and other outrages and disorders, within the said borough, and to that end are hereby empowered and required to arrest and apprehend all suspicious persons, who shall be found wandering or misbehaving themselves, and shall take the person or persons, so apprehended, as soon as conveniently may be, before the burgesses, or some justice of the peace of the county of Lancaster, to be examined and dealt with according to law; and the said wardens and watchmen shall observe, perform and execute all such matters and things, as by the rules, orders and regulations of the Corporation shall, from time to time, be made and enjoined them, touching all matters contained in this act; and in case of any fire breaking out, or other great necessity, shall immediately alarm each other, and the inhabitants in their respective bounds, which, when done, they shall repair to their respective stands, the better to discover any other fire that may happen, as well as to prevent any burglaries, robberies, outrages, and disorders, and to apprehend any suspicious person, who, in such times of confusion, may be feloniously carrying away the goods and effects of others.

“SECTION 13. That it shall be the duty of the warden of each ward, respectively, daily to examine all the lamps in his ward, and to take care that they shall be at all times in proper repair, and in case any injury shall be done to any of them, to give immediate notice thereof to the said Corporation;

and if any person or persons shall and do, after the publication of this act, willfully or maliciously break, throw down, or extinguish any lamp, that is or shall be hung up or set up to light the streets and alleys in the said borough, or shall willfully damage the post, iron, or furniture thereof, or any sentry box, any person, so offending, and being convicted thereof in any court of quarter sessions of the peace in the county of Lancaster, shall forfeit and pay the sum of five pounds for each lamp so broken, thrown down, extinguished, or otherwise damaged, or for each post, iron, or other furniture thereof, or sentry box so damaged or broken, to be recovered and applied as directed in the eleventh section of this act, and if any person or persons shall accidentally and undesignedly break, throw down, or extinguish any of such lamps, or injure any such posts, iron or other furniture, or sentry box, and shall fail to give notice thereof to the warden of the proper ward, and pay the damage thereby incurred, within twenty-four hours from the time of doing such injury, every such person, so neglecting, shall forfeit double the sum of money necessary in the judgment of the Corporation to repair the injury done."

This law was signed by William Bingham, as Speaker of the House of Representatives, by Samuel Powell, as Speaker of the Senate, and approved April 4, 1792, by Thomas Mifflin, Governor of the Commonwealth of Pennsylvania.

The old-time watch boxes, and the crying of the hours of the night, were still in vogue and only abolished during the latter part of Mayor Sanderson's administration.

#### WHERE THE PUBLIC PUMPS WERE LOCATED.

As nearly as can be ascertained these pumps were located as follows: Four in Centre Square; one near the *Intelligencer* office, in South Queen street; one in front of the *Examiner and Express* office, North Queen street; one near Michael's Hotel, North Queen street; one in front of the old stage

office, now Bursk's grocery store, East King street; one at the corner of South Queen and Vine streets; one in front of the residence of Henry Hegener, South Queen street; one at the corner of Middle and South Queen streets; one in North Duke street, near the present Court House; one in front of the residence of John F. Long, East Orange street; one in front of the old stage barn, now Blickenderfer's foundry, corner of North Duke and Chestnut streets; one in South Duke street, opposite to the present Trinity Lutheran Chapel; one in South Duke street, near the public schools; one at Lime and Vine streets; one in front of the Western Hotel, West Orange street; one in front of what is now Snyder's saloon, North Queen street; one in front of Blickenderfer's grocery store, North Queen street; one in front of the residence of John I. Hartman, North Queen street; one in front of the residence of David Evans, North Queen street; one in front of the residence of George Pennock, North Queen street; one in front of the residence of John S. Rohrer, North Queen street; one in front of property belonging to Christian Zecher, North Queen street; one in front of property of Francis Bender, North Queen street, north of James; one in front of what was Conner's distillery, now property of Frederick Goos, North Queen street; one in front of residence of John Lawrence, North Queen street, near Frederick; one at the Old Jail corner, West King and Prince streets; one in front of what was McLenagan's Hotel, now the residence of David G. Eshleman, East King street; one in front of the hotel of the late Bernard MacGonigle, East King street.

#### ASSIGNING THE MEMBERS TO DUTY.

At a subsequent meeting of the Company, also held on the 17th of December, 1791, "upon a full consideration of the importance of assigning to each member of the Company his particular station and office during the calamity of a fire, the following disposition is unanimously agreed on :



“ Mathias Slough, Jacob Krug, George Ross, Jacob Graeff, are appointed to judge and determine in what direction the Engines shall be played.

“ Jasper Yeates, John Hubley, Frederick Kuhn, Michael Musser, Adam Reigart, Senr., James Ross, Adam Hubley, Thomas Edwards, Alexander Scott, William Kirkpatrick, Charles Smith, are appointed to form the Lines and Ranks, and examine where Supplies of Water are to be procured in the best and most expeditious manner, and exhort and encourage the people to use their utmost effort in the general danger.

“ Joseph Simon, John Joseph Henry, Henry Dehuff, James Jacks, Henry Bennett, Valentine Krug, are appointed to superintend the removal of goods and prevent depredations thereon.

“ George Musser, Paul Zantzinger, Adam Reigart, Jr., Thomas Turner, John Graeff, are appointed to assist in bringing the Engines to the fire, playing them, and returning the same to the Engine House.

“ John Trissler, George Graeff, Christopher Hager, Christian Stake, William Montgomery, are appointed to assist in bringing the Fire Ladders and Hooks, raising them at the fire, and returning the same to their places.

“ William Moore, Michael App, are appointed to act on the Roofs as Ax Men.

“ And it is further resolved, that the different Members do sustain their stations and offices, in the case of fires, without deviating therefrom, and this Company pledge themselves to give their support therein ; and direct that the above arrangement be published for the information of the Public in the Lancaster papers every three months.”

#### COMMITTEES FROM THE ACTIVE AND FRIENDSHIP.

At a meeting of the Company, held on the 18th of February, 1792, “ a Committee of the Active Fire Company hav-



ing attended with a Copy of their Articles, and expressed their Desire to consult with this Company, and to operate with them in any Business tending to the Good of the Company and the general safety of the Inhabitants of the Borough. The Members of this Company cordially unite with them in Desires to keep up the most perfect good Understanding with each other, and to co-operate with them at all Times in every Measure relative to the Interests of the Community at large, and that Adam Reigart, Jr., William Montgomery and Charles Smith be a Committee to wait on them in Return with a Copy of this Resolution and the Rules or Articles of this Company."

A similar committee from the Friendship Fire Company also waited upon the Union at this meeting, and similar action was had.

#### ANOTHER JOINT MEETING

Of the Fire Companies of the Borough was held at the Court House, on Saturday, November 26, 1792, pursuant to special agreement for that purpose. Hon. Jasper Yeates again presided, and the following proceedings are recorded:

"It appearing to the meeting that the Fire Engine near Gen. Edward Hand's is much out of order, and that the box thereof will not contain water, it is agreed that the same be forthwith fully sheathed with copper, and that Frederick Steinman be engaged to do the business.

"It is unanimously agreed that the two Fire Engines belonging to this Borough be put under the care and direction of Peter Getz, to be by him kept in good order, and that he be paid the sum of £4.10 per annum for his services therein.

"Mr. Paul Zantzinger reported that the Committee appointed to erect the Engine Houses and repair the Engines out of the monies collected for that purpose from the Inhabitants of this Borough, has applied the same to the said uses, as by the accounts and vouchers now exhibited, and the meet-

ing, taking the same into consideration, find that a balance of eleven shillings and six pence of the said money remains in his hands.

“ Mr. Zantzinger further reported that they had deposited the four keys of the Engine House adjoining Mr. Jacob Bailey's, as follows: One with Gen. Hand, the 2d with Mr. Jacob Bailey, the 3d with Mr. Michael App, and the 4th with Mr. Zantzinger. And those of the Engine House opposite the Moravian Church, as follows: One with Mr. George Musser, the 2d with Mr. Thomas Foster (in Philip Ream's House), the 3d with Mr. Andrew Geiss, and the 4th with Mr. John Hambright.

“ It is earnestly recommended to the different Fire Companies that they procure without delay such Fire Hooks and Ladders as they may deem necessary for the public benefit.”

#### REPLACING LOST BUCKETS.

Nothing worthy of note appears to have occurred during the next two years. On the 15th of February, 1794, “it being represented to the Company that five buckets belonging to members have been accidentally lost when brought out for public use, the Treasurer is directed to supply the loss by new buckets, to be paid out of the Company's Stock, and to be delivered to the following persons, to wit: To Joseph Simons, one; to Adam Reigart, one; to Jacob Graeff, two, and to Michael App, one.”

#### PRECAUTION FOR THE SAFETY OF PERSONS IN CASES OF FIRE.

On the 17th of January, 1795, “it is agreed that Adam Reigart, Senr., and John Hubley procure a large Basket and Rope, for the purpose of taking down Persons from an upper Story of a House on Fire, and get a Ladder properly fixed for the use of such a Basket, and the said Gentlemen are also to procure proper Prongs for raising of Ladders and Fire Hooks to buildings on fire.”

On the 18th of February, in the same year, "it is now ordered and directed that Jacob Krug and Adam Reigart, Jur. do procure a Small Engine, such as in their discretion they shall think suitable for the extinguishing of fire in a house or back buildings."

On the 17th of December, 1796, "it having been the object of this Company for some time past to have a Ladder with Tackling, Basket or Box to convey persons from houses on fire down in safety, it is agreed that Mathias Slough be added to Adam Reigart and John Hubley, heretofore appointed for that purpose, and that the said Ladders, etc., etc., be immediately procured at the expense of the Company."

#### A WATER CONDUCTOR.

At the same meeting, "agreeably to the request of the Active Fire Company, Adam Reigart, Jur., and Jacob Krug were appointed on the part of this Company to consult with, and agree about the purchase of a Water Conductor for the use of the Fire Companys in this Town, and to fix on the person to make a purchase of the same."

#### UNCERTAIN WHICH TO ADOPT.

On the 18th of March, 1797, "John Hubley, of the Committee appointed for the purpose to procure a Ladder with Tackling and Basket to bring Persons from Houses on Fire down in safety, reported that he examined the Pole and Basket in Philadelphia made for the same purpose, and found that it was made exactly agreeably to the model described in *Atkins's Magazine*; that as to the usefulness thereof, he could not be informed whether the Pole instead of a Ladder was the best; therefore, wished that the Company would decide on the propriety of giving a preference either to a Ladder or a Pole, before the Committee proceeded further."



ASSIGNMENTS OF MEMBERS TO DUTY, AND THEIR BADGES  
OF OFFICE.

For the succeeding six years the Company pursued the even tenor of its way. Having safely launched its little bark, it seemed to be smooth sailing, not a ripple disturbing the monotony of the voyage. On the 19th of February, 1803, "Mr. Mathias Slough having declined, on account of age, of being a member of this Company, he is excused accordingly." At the same meeting, to increase the activity and efficiency of the membership, "the following appointments and regulations of the Company are agreed on, to wit:

"Adam Reigart, Senr., William Kirkpatrick, Michael Musser, Frederick Kuhn—To form ranks—the badge of their station to be a black staff, mounted on each end with a bright ferrule of tin.

"Jacob Krug, John Hubley—To direct the placing and movement of the Engine—their badge a tin on their hats, with the words of Engine Directors or letters E. D.

"Christopher Hager, Conrad Swartz, Levy Philips, Alexander Scott—To guard movable goods—their badge a white staff mounted with bright tin.

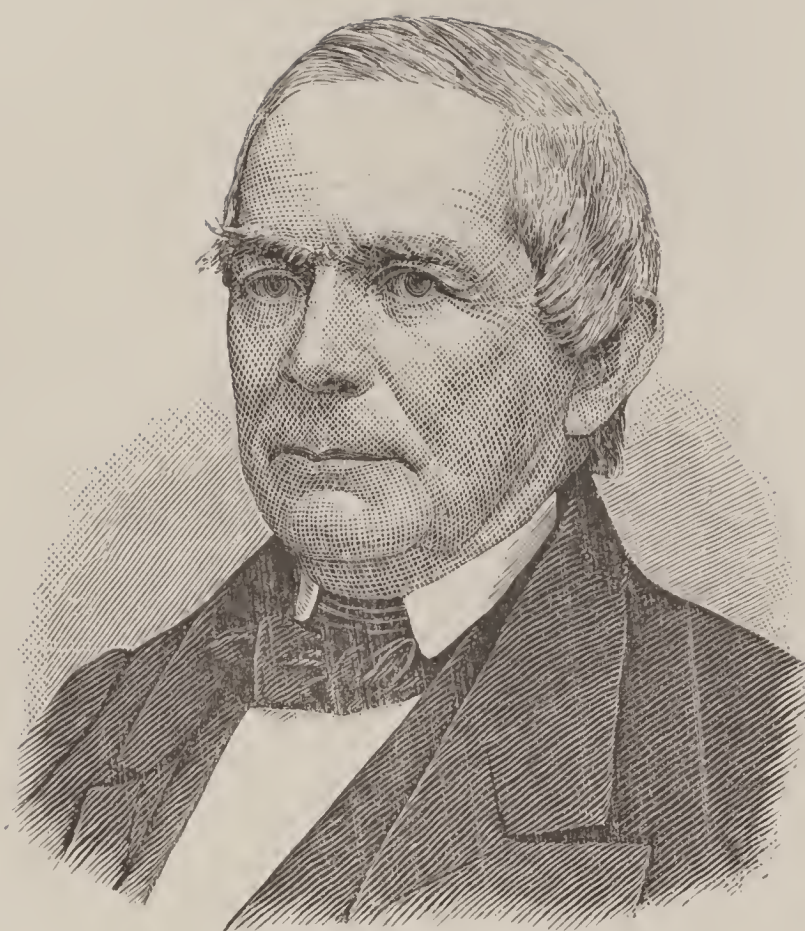
"Henry Reigart, George Slough—To bring and assist with axes, and work on the roofs or other necessary places—to wear leather caps with the word UNION.

"Jacob Graeff, George Graeff, John Trissler, William Montgomery, John Reigart—To bring the Fire Hooks and Ladders, raising them at proper places, and returning them after the fire.

"George Musser, Paul Zantzinger, Adam Reigart, Jr., John Graeff, Thomas Turner, James Hopkins—To bring the Fire Engines, playing them, and returning them to their proper places after the fire.

"The Axes, Staffs and Badges to be procured at the expense of the Company."





JOHN EHLEH,  
PRESIDENT FROM 1844 TO 1848.



## LOST ARTICLES BELONGING TO MEMBERS REPLACED.

At this meeting, "John Hubley, representing that at the fire at Caleb Cope's house one of his fire buckets was lost, and another so much injured that it cannot be mended; and Paul Zantzinger, representing that he lost at the said fire his fire bag and basket: It is ordered that the said buckets, bag and basket be replaced, and that the Treasurer pay for the same."

## AN INCIDENT OF MAJOR ANDRE.

The Caleb Cope, mentioned above, was Chief Burgess of Lancaster just prior to the Revolution. He had five sons, John, William, Thomas P., Israel, and Casper, and two daughters. There is an incident in connection with the Cope family and Major Andre worthy of note. Major Andre was captured by General Montgomery, in Upper Canada, while on his way to Quebec, November 3, 1775, and brought, with other officers, to Lancaster, where he became an inmate of Mr. Cope's family. Here the eldest brother, John, then 13 years of age, received lessons in drawing from Major Andre, and the three brothers, John, William and Thomas P., had, in after life, vivid recollections of their games of marbles and other juvenile sports with the lively young English officer, who was destined to figure so terribly in the subsequent history of this country.

## FIRST ELECTION OF OFFICERS—A NEW DEPARTURE.

Nothing but the usual routine of business seems to have engaged the attention of the members for the next ten years, but on the 16th of January, 1813, there was "a new departure." The articles of the Company were revised, the number of members increased to fifty, and the first regular election of officers was held. Previous to that time, there were only temporary Presidents and Secretaries—that is, as has been mentioned before, the members were required to take their turns respectively in these positions, holding them for one

month. The office of Treasurer was the only elective one. On this occasion, "Adam Reigart, Senr., was appointed Treasurer, Adam Reigart, Junr., President, and John Eberman, Clerk of the Company, for one year." The names of these gentlemen figure prominently upon the earlier records of the Company, and are frequently mentioned in these pages. They each lived to a ripe old age, and in all the relations of life were honest, honorable, conscientious men, who enjoyed the respect of and were frequently honored by their fellow-citizens.

#### THE ENGINE IN GOOD ORDER.

No minute of the condition of the engine is made for several years, but on the 20th of February, 1813, Messrs. John Eberman, Jr., J. Philip Reigart, and Adam Trissler, who had been appointed to make an examination of it, reported "that they have examined the Engine belonging to the Company, and find that it is now in as good order as the mechanism thereof will admit, but to render it more complete and effectual in its operations, it will be necessary that the blocks on the *Embolus*, which are of wood, should be made of brass, according to the present mode of constructing Fire Engines."

#### DEATH OF ADAM REIGART, SR.

Mr. Adam Reigart, Sr., who at the January meeting in this year had been appointed Treasurer, died during the following summer, and on the 17th of July, 1813, Mr. William Kirkpatrick was chosen to fill the vacancy. Mr. Kirkpatrick declined to accept, and Mr. John Eberman was chosen—the offices of Secretary and Treasurer being united.

#### THE FIREMEN OF 1814.

The assignments to duty of the members of the Union constitute an important feature in the history of the organization, showing who the firemen were, the nature of their duties, and



the evident alacrity with which they were performed. There were no "drones in the hive," but all worked, not only for the good name of the Company, but for the best interests of the borough. Beside the manner in which the members were assigned, the character of work given them to do, and the subsequent eminence of many of the then active firemen, all combine to make the record noteworthy and interesting. The roll of 1814 of the Union Fire Company shows an array of names of which any organization, it matters not what, could well be proud. On the 16th of April of that year the following assignment and disposition of the members were made:

"Paul Zantzinger, John Hubley, Jacob Krug—To direct where the Engine shall be placed when brought to a fire.

"James Hopkins, John Passmore—To look for the most convenient place to get water.

"Frederick Kuhn, Wm. Kirkpatrick, Adam Reigart, John Trissler—To form ranks, and endeavor to keep them entire, so that the Engine may be well supplied with water whilst it can be had at the place from where it is taken.

"Robert Coleman, Andrew Graeff, William Montgomery, Charles Smith—To see that the movable goods be carried to some safe place, and that they be well guarded.

"Jasper Yeates, Walter Franklin, William Barton—To watch and see if any adjacent buildings should take fire through the flakes of those burning (or from any other cause), and to give immediate alarm to the Engine Directors.

"Henry Reigart, James Houston, Samuel Humes, Jr., Abm. Carpenter, James Espy, Henry Shippen, Wm. B. Ross, Benjamin Ober, Michael Graeff, John Neff, George H. Krug, John Rupley—To take the Engine to the fire, work it, and see it taken back to the house.

"John Eberman, John Reynolds—To stand on the Engine, and direct the water against the fire.

"Philip Albright, Daniel Reigart, Daniel Carpenter, John Bachman—To carry the fire hooks and use them, and return them to their proper places.

“ John Landis, Joseph Hubley—To take the small ladders to the fire, and return them to their proper places.

“ Adam R. Trissler, John Mylin—To work on the roofs and other necessary places with axes.

“ Joseph Ogilby, Jr., John Myer, James Buchanan, Thomas R. Jordan, Henry M. Reigart, William C. Frazer—To carry the large ladder to the fire, and return it to its proper place.”

Imagine the stately, courtly, dignified President Buchanan, with his immaculate linen, high shirt collar, and huge white necktie, carrying “the large ladder to the fire, and returning it to its proper place;” or the quiet, genial Henry M. Reigart, or that old-time gentleman merchant, John Myer, engaged in the same laudable occupation; or those noted physicians, Samuel Humes and Abraham Carpenter, “taking the engine to the fire, working it, and taking it back to the house;” or the portly, handsome, affable John Reynolds, or plain, gentlemanly John Eberman, “standing on the engine, and directing the water against the fire;” or that eminent lawyer, James Hopkins, and his colleague, John Passmore, the first Mayor of Lancaster (a man of immense proportions, weighing about 450 pounds), “looking for the most convenient place to get water;” or that shrewd business man, Robert Coleman, and eminent Judge, Charles Smith, “seeing that the movable goods were carried to some safe place, and that they be well guarded;” or those learned jurists, Jasper Yeates and Walter Franklin, watching to “see if any adjacent buildings should take fire through the flakes of those burning (or from any other cause), and give immediate alarm to the Engine Directors;” or the princely Adam Reigart helping “to form ranks, and endeavoring to keep them entire,” etc. It may appear somewhat amusing at this day to read the names of the men and the duties assigned them, but they were required to and did perform them. And those, mark you, were the days of shingle roofs. Verily, the post of fireman then was one of hard work as well as danger.

## REPAIRING THE PUBLIC PUMPS.

Then an interval of five years occurs without anything of special note. On the 17th of April, 1819, it was "resolved that Joseph Ogilby, Hugh Maxwell and Wm. B. Ross be a committee for the purpose of waiting on the other companies in this city, recommending to them also to appoint committees to call on the City Councils to prevail on them to repair the Pumps in the streets, and sink a cistern near the Court House and furnish certain numbers of buckets."

And on the 19th of June, of the same year, it was "resolved that Messrs. Adam Reigart, John Myer and Joseph Ogilby be a committee to call on the other Fire Companies to co-operate with them in petitioning the Grand Jury of the Mayor's Court to have the Pumps examined and repaired throughout the city, and at the expense of the city."

## PROPOSED RESERVOIR NEAR THE COURT HOUSE SQUARE.

Every now and then, the reservoir question in some shape or other engaged the attention of the Union members. On the 19th of June, 1819, a committee—Messrs. Adam Reigart, John Myer and Joseph Ogilby—was appointed "to call on the other Fire Companies to co-operate with them in petitioning the Court and Grand Jury to have a reservoir built near the Court House Square." It will be remembered that the second court house stood in the middle of Centre Square, upon the same spot where stands the Soldiers' and Sailors' Monument. It was begun, after the destruction by fire of the first building in 1784, and finished in 1787, and was a splendid specimen of old-time architecture. While Lancaster was the Capital of the State, it was used as the Capitol building—the House of Representatives meeting on the lower or court-room floor, and the Senate in the upper chamber or grand-jury room. It was torn down in 1853.

## THE FIREMEN'S DUTIES IN 1820.

On the 20th of May, 1820, "the Committee appointed at the



last meeting to assign each member a suitable station in case of fire, made the following report, viz.:

“Robert Coleman, John Myer, John Bachman—To direct where the Engine shall be placed when brought to a fire and during the continuance thereof.

“Ben. Ober, Jos. Ogilby, Sam'l Dufresne, Geo. Beckel—To look for the most convenient place to get water.

“Adam Reigart, Wm. Kirkpatrick, Hugh Maxwell, John Passmore—To form ranks and endeavor to keep them entire, so that the Engine may be well supplied with water whilst it can be had at the place from whence it is taken.

“Henry Reigart, Jasper Y. Smith, John Mathiot, Wm. C. Frazer—To see that the movable goods be carried to some safe place, and that they be well guarded.

“Walter Franklin, Wm. Montgomery, Edward Coleman, Wm. B. Ross—To watch and see if any adjacent buildings should take fire through the flakes of those burning, or from any other cause, and to give immediate alarm to the Engine Directors.

“Samuel Humes, Jr., Michael Graeff, James Buchanan, George H. Krug, William White, John Huss, George Reisinger, Gerardus Clarkson, Henry Brenner, Aug. J. Kuhn, Jasper Slaymaker, Joshua Scott, Joseph Hubley, William Spurrier, John Rupley, George H. Whitaker—To take the Engine to the fire, work it, and see it taken back to the engine house.

“Jno. Eberman, John Reynolds—To stand on the Engine, and direct the water against the fire.

“Chr. Burk, John Bear, Peter Hawman, Jacob Kauffman—To carry the fire hooks, use them, and return them to their proper places.

“John Ehler, Jacob Brenner, Henry Y. Slaymaker—To take the small ladders to the fire, and return them to their proper places.

“John Neff, F. D. Hubley, Em'l Trissler, Dan'l Reigart, P.



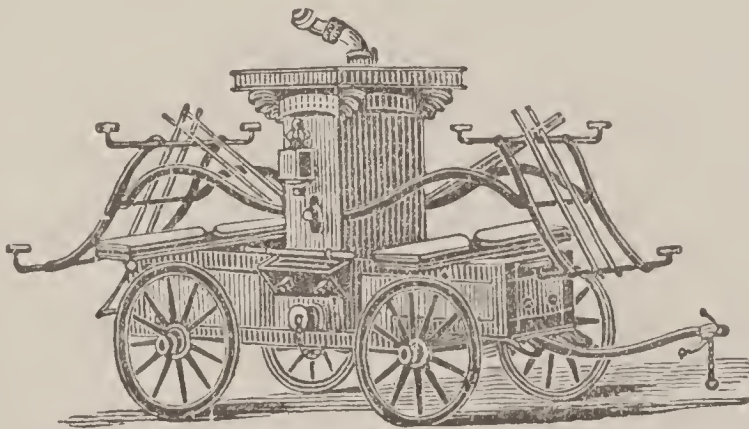
W. Reigart—To carry the long ladder to the fire, and return it to its proper place.

“Archibald D Warren, Jacob Rathfon—To be axe men.”

At this meeting, it was resolved “that every member be furnished at the subsequent meeting with Buckets, Bag and Basket, as required by the first section of the articles of the Company.”

#### PROPOSED INTRODUCTION OF WATER INTO THE CITY.

In every one of the city's enterprises, the Union appears to have taken a leading part. It was never abreast, but always ahead, of the times. It has been already stated that the Union inaugurated the movement of reservoirs, night watch, and lighting the streets as early as 1791; and now in the introduction of water from one of the neighboring streams, it was proposed on the 19th of January, 1822, fifteen years before it actually was accomplished. On that occasion, Messrs. Adam Reigart, John Reynolds, and Samuel Dufresne, were appointed a committee to confer with the other fire companies of the city in reference to petitioning Councils to adopt suitable measures to ascertain the best mode of introducing water into the city from one of the neighboring streams.



A NEW ENGINE.

The borough had become a city in 1818, and from that time was progressing rather rapidly in population and enterprise. The old engine had served its day and generation, and was

no longer quite the thing. It was thought necessary to get a machine of more modern design, one more in accord with the ideas and notions of the members, who were no longer disposed to carry buckets, bags, baskets, and ladders, as they and their predecessors had been patiently doing for many long years. Therefore, on the 19th of April, 1823, Messrs. Daniel Reigart, George H. Krug, A. D. Warren, John Carroll, John Mathiot, John Bachman, William White, and John Eberman, were appointed to collect subscriptions for a new engine. On the 21st of June following, "Messrs. Adam Reigart, John Eberman and John Myer were appointed a committee to purchase an engine, the cost of which not to be less than \$600 nor more than \$800," and the same committee was subsequently empowered to sell the old engine.

The new engine was built by John Agnew, a then noted engine builder of Philadelphia, and in those early days there were few towns of any note in the country that were not supplied with the Agnew fire engine. It was a gallery engine, with levers and foot-boards, and it was no child's play to work it, as those people living to-day who were firemen then can well attest.

#### THE ARTICLES AGAIN REVISED.

On the 16th of October, 1824, the articles were again revised, at a meeting held at S. C. Slaymaker's Hotel (the famous old Stage Hotel), recently the property of the late Hon. Benjamin Champneys, on East King street.

#### LENDING A HELPING HAND.

The Union was always disposed to lend a helping hand to every new fire company. On the 20th of January, 1826, one large ladder, two small ladders, two fire hooks, and two axes were loaned to the "Lancaster Axe, Hook and Ladder Company," which had just been organized.

## THE MEMBERS TO WEAR LEATHER BADGES.

At the same meeting it was resolved that the members wear leather badges with the word "Union" painted on them. The following document, signed by the members, appears attached to the records :

"Lancaster, September 16th, 1826, Received from the Union Fire Company of Lancaster, one Leather Badge, with the word *Union* painted thereon, which I promise to return to the Company in case I should hereafter cease to be a member thereof; or, if lost, to pay Thirty one Cents, being the cost thereof, to the Treasurer of said Company, unless excused therefrom :

"Thomas Jefferies, Jacob Rathfon, P. McGrath, W. B. Ross, Mich'l Graeff, John Rupley, Hugh Dougherty, Christ. Rine, John Leonard, Benj. Ober, John Brown, George Leonard, John Bear, George W. Jacobs, Sam'l C. Slaymaker, Christian Burg, Henry Hibshman, Mich'l McGrann, E. C. W. Dawson, John Bachman, Jos. Ogilby, Jacob Bear, P. Wager Reigart, John F. Remly, Jr., Chr. Demuth, Jno. H. Duchman, Henry Brenner, Jno. Eberman, P. K. Breneman, J. Frey, Senr., Wm. Ihling, Jasper Slaymaker, John Mathiot, Ro. Moderwell, Peter Bachman, Dan'l Reigart, John Bachman, Junr., John Ehler, Math'w McKelly, F. D. Hubley."

## RULES AND REGULATIONS FOR THE GOVERNMENT OF FIREMEN.

And at the same meeting, Messrs. John Eberman, William B. Ross, and John Leonard were appointed a committee to meet with similar committees from the other companies, "to form a system of rules and regulations for the government of the different Fire Companies." Whether any such rules and regulations were adopted, the records do not state.

## WHAT AN OLD-FASHIONED SNOW-STORM DID.

At a meeting on the 22d of January, 1831, that careful, conscientious gentleman, Mr. Henry R. Reed, the Secretary,



whose records are models of neatness, legibility, and correctness, was forced for the first time to make an apology. He "stated that owing to the deep snow which fell on Saturday last, being the regular night of meeting, he had deferred giving notice until this meeting, and therefore was liable to a fine of \$2." That Mr. Reed would not spare himself, is evident from the fact that this record is in his own handwriting. Very properly his fine was remitted, although he did not ask to be excused from paying it.

#### ADORNMENTS FOR THE ENGINE.

On the 15th of February, 1834, two handsome engine lamps were presented by Mr. George Louis Mayer, for which the thanks of the Company were tendered.

#### SENTIMENT IN HONOR OF THE VIGILANT, OF PHILADELPHIA.

The Vigilant Fire Company celebrated its seventy-seventh anniversary on the 2d of January, 1837, and as that company and the Union were fast friends, a committee of the latter, Messrs. W. F. Bryan, Henry E. Leman, and John Ehler, was appointed, who prepared and transmitted the following sentiment, as the expression of the Union:

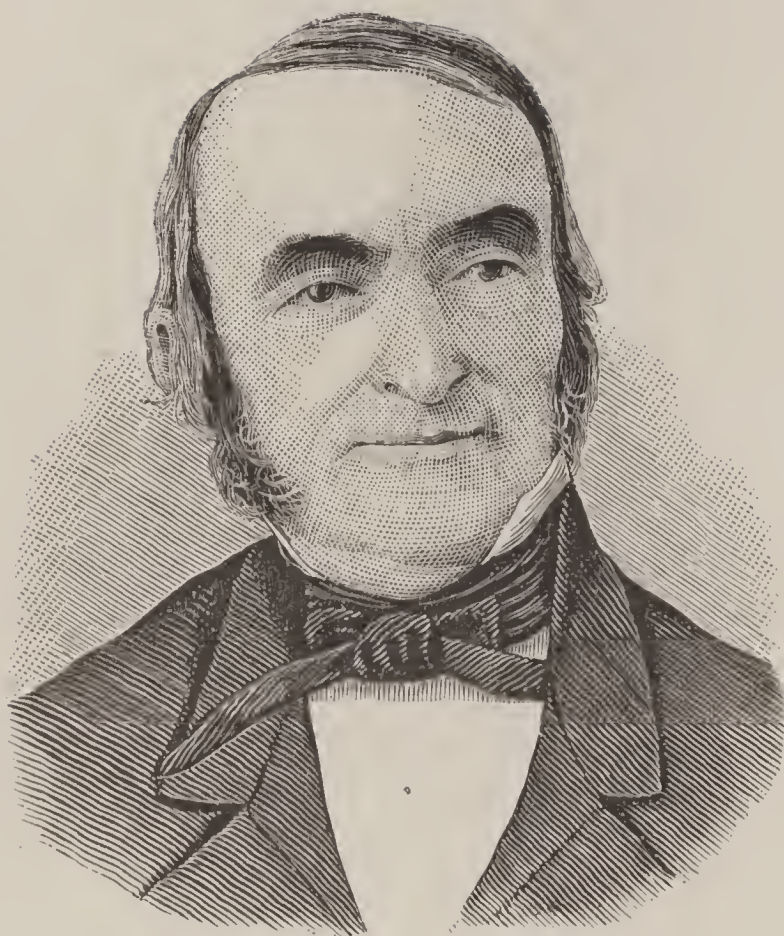
"Our Brethren of Philadelphia: *Vigilant*, laborious and fearless. May their *vigilance* ever enable them to be foremost when honor and duty call—their *labors* secure for them and their fellow-citizens exemption from the ravages of the devouring element—their courage and fearlessness the admiration of the world—from the ladies smiles and the heart of beauty. None but the brave deserve the fair."

#### THE FIRST HOSE CARRIAGE.

The following minute occurs in the proceedings of a meeting held at the hotel of Col. John H. Duchman, on the 14th of January, 1837:

"The Committee to receive subscriptions for hose, &c., re-





HENRY R. REED,  
SECRETARY AND TREASURER FROM 1823 TO 1841.



ported that the amount subscribed in the several wards was \$526.34, of which \$466.84 had been collected and paid over to the Company, and \$58.50 remained uncollected.

“Mr. John Ehler reported that, agreeably to his instructions, he had proceeded to Philadelphia; that he had purchased the Good Intent hose carriage and bells for \$260; that he had engaged 600 feet of hose, with the necessary screws, a trumpet, pipe, a spanner and two half spanners, the whole of which would cost \$523, and would be ready for delivery in February next.”

#### GENEROSITY OF WILLIAM COLEMAN.

Mr. Ehler “also stated that before leaving home for Philadelphia, William Coleman, Esquire, had generously agreed to give \$350 for the purchase of the Hose Carriage to present to the Company.

“When, on motion, Messrs. C. F. Hoffmeier, John Ehler and P. K. Breneman were appointed a committee to return the thanks of this Company to William Coleman, Esquire, for the Hose Carriage presented by him.

“The thanks of the Company were returned to Mr. Ehler for the services rendered by him in procuring hose, etc., and the Treasurer was directed to pay all his expenses.”

#### REPAIRING THE HOSE CARRIAGE.

Messrs. John Brown, John Ehler, John H. Duchman, Thos. E. Franklin, and George M. Steinman were appointed a committee to have the hose carriage repaired and put in good order. They attended to the duty assigned them promptly, faithfully, and to the entire satisfaction of the Company. The carriage was painted green with gold stripes, and the side badges were large brass dolphins with scales highly burnished, heavy closed hub bands, and the frontispiece (which is still retained among the relics of the Company) was a superb representation of Neptune sporting with nymphs and dol-



phins, painted by Eicholtz. This carriage was housed free of expense in the carriage-house attached to the residence of ex-President Buchanan, on East King street (now Hoar & McNabb's dry good store), until the new building, ordered in 1837, was finished.

#### ANOTHER HOSE CARRIAGE.

The old carriage was in service until 1851. On the 8th of March, of that year, it was decided to build a new hose carriage, and a contract was entered into with Messrs. Cox & Suydam to construct it. It was finished and housed on the following 4th of July, the Company parading on the occasion, Newton Lightner, Esq, acting as Chief Marshal. In 1865, this carriage was sold to the Union Fire Company of Hamburg, Berks county, and has since been sold to a fire company and is now doing service in the Black Hills, Dakota Territory.

#### RESIGNATION OF JOHN EBERMAN.

On the 14th of January, 1837, the following communication was handed to the President, and directed to be read:

“LANCASTER, Jan'y 14th, 1837.

“*To the Members of the Union Fire Company:*

“GENTLEMEN: Arrived at that stage of life when bodily strength and activity begin to fail, and having devoted nearly thirty years of my life in common with my fellow-members of the Union Fire Company to the object of its formation, I now beg leave to withdraw from the active service, and desire to be placed on the list of Honorary Members.

“In taking this leave I shall cherish a fond hope that the junior members will be stimulated by an emulation not to suffer the Union to be disgraced.

“I remain respectfully,

“Your fellow member,

“JOHN EBERMAN.”

The Company were loth to accept Mr. Eberman's resignation, and resolved that his "name be placed on the list of Honorary Members, and that Mr. Emanuel Trissler call on Mr. Eberman, and return the thanks of the Company for the many services rendered by him during his membership." His records as Secretary of the Company are so legibly and elegantly kept that they almost vie with the engraver's art. Mr. Eberman, who was cashier of the old Farmers' Bank of Lancaster, has long since passed from the scenes of earth, but his memory is still revered by his fellow-citizens and the members of the Union.

#### THE GREAT EVENT OF 1837—INTRODUCTION OF THE CITY WATER.

We have arrived at one of the most important epochs in the history of the young city—the introduction of water from one of the neighboring streams. It will be remembered that this measure had been proposed at a meeting of the Company on the 19th of January, 1822. At last it becomes an established fact. Who had better right to jubilate than the members of the Union? First in this, as in everything else, which tended to the benefit of the city. There appeared in the *Lancaster Examiner and Herald*, of February 23, 1837, then published by Messrs. Hamersly & Richards, the following graphic account of this interesting event:

"The imposing spectacle of introducing the water of the Conestoga into the city of Lancaster, was performed on yesterday—the memorable twenty-second of February—the anniversary of the natal day of the 'Saviour of his country,' the good and great Washington—with signal éclat, and to the delight and gratification of the many thousands who had assembled to behold the joyous spectacle. The day dawned cloudless and serene, and a mild pure air, reminding one more of the zephyrs of May than of the blasts of February, breathed its balmy inspiration. At an early hour, according

to the notices previously published, the citizens congregated in the Court House square, to marshal themselves into the proper order of procession. Not only the inhabitants of the city, but many hundreds of our country friends attended—all of them alive to the importance and novelty of the occasion. After a brief delay, the ranks were formed as follows: 1st, Military; 2d, the Mayor and Recorder; 3d, Aldermen; 4th, Select Council; 5th, Common Council; 6th, Engineers and Machinists; 7th, Watering Committee; 8th, Superintendents and Workmen; 9th, Fire Companies; 10th, Citizens of the Country; 11th, Citizens of the City. Marshals of the day—John F. Steinman, C. Hager, David Longenecker, John Zimmerman; Assistant Marshals—John F. Long and William B. Fordney.

“The ranks having been properly formed, the line of march was taken up, and the procession soon reached the reservoir at the head of East King street, where the arrival of the ‘stranger element’ was anxiously expected. The delay was brief. About half-past ten the water made its first appearance, slowly entering from the pipes into the basin, amid the thundering of artillery, and the general ringing of the city bells. The floor of the basin was soon covered, and the water gradually rose, promising soon to fill the reservoir, a consummation greeted with huzzas from thousands of voices, that made the welkin ring, having their origin in the happy conviction that yet a very little while and the approach of the devouring flame, whose former threatenings were wont to shake the stoutest hearts, might be almost defied.

“After remaining a sufficient length of time, to be convinced of the entire success attendant upon this creditable and difficult enterprise, the citizens left the reservoir, in the order in which they had marched from the Court House, and returned to their respective homes.

“It is not possible for the citizens of Lancaster to congratulate themselves too deeply upon the happy result of which



they were yesterday the witnesses, and of whose benefits they are ever after to be the happy recipients. Their property may now be considered as secure as aught can be from the ravages of conflagration; and the introduction, through the streets of Lancaster, and for the accommodation of every family that desires to partake of a never-failing supply, must have an enduring influence upon the prosperity of the city.

“ Too much praise cannot be given to those who have been instrumental in bringing about this glorious consummation. The Mayor and City Councils have exerted themselves, from first to last, with unremitting zeal, and they may now reap their reward in the loud and heartfelt thanks of their fellow-citizens. Many, very many, looked upon the whole project as chimerical, whose skepticism has become merged in amazement at the difficulties which have been overcome, and conviction of the great advantages which are to follow. Hundreds could not be brought to believe in the practicability of emptying the water of the Conestoga into a reservoir at more than a mile distance, and on an elevation above the water level of nearly two hundred feet. But it *has been* accomplished, happily and speedily accomplished, in defiance of the rigors and inclemencies of a severe winter, and after the labor of about *seven months*. There is now, and can be, but one feeling on the subject, and the able and skillful engineer, Mr. Frederick Erdmann, of Philadelphia, who pointed out the plan to be pursued, and conducted it to so fortunate a completion, will be held in grateful remembrance by the people of the city of Lancaster.”

Probably to Col. William B. Fordney more than any other gentleman are the citizens of Lancaster indebted for the completion of the water-works. Councils had authorized a loan at six per cent. to be made, but, after advertising for a considerable while, it could not be obtained at home. Finally, Col. Fordney negotiated for the sum of \$30,000 from the late Nicholas Biddle, then President of the United States Bank.

This loan was obtained at a less rate of interest, five per cent, and ran for thirty years.

#### THE FIRST PARADE OF THE LANCASTER FIRE DEPARTMENT.

The first parade of the Fire Department of Lancaster, as a department, at least of which there is any record that can be found, took place on Easter Monday, March 27, 1837, the occasion being a demonstration in honor of the introduction of water into the city on the 22d of February preceding. The Union took a prominent part in the affair. The engine and hose carriage were richly ornamented, the latter with a magnificent painting by Eicholtz. The members were attired in green hats and capes. The banner, presented by Miss Henrietta Reigart (afterward Mrs. Emanuel C. Reigart), was carried in the ranks, and generally admired. Its motto—"Union of purpose always insures effect"—happily expressed the name of the Company and the sentiment of its members. Mr. John Ehler acted as Marshal of the Company in this parade.

#### GETTING INTO NEW QUARTERS.

On the 28th of June, 1837, it was "resolved to have a new building erected on Mr. Reichenbach's lot, back of the Market House, so as to admit of the Engine and Hose Carriage being put in abreast." This building was finished and occupied on the 14th of October of the same year. It was used until the spring of 1854, when it was removed to make room for the present market houses.

#### WHEN INCORPORATED.

The Company was incorporated by the Legislature of Pennsylvania in the spring of 1837, and the act of incorporation was signed by Governor Ritner on the 14th of August of that year, having been previously examined and certified to "that the objects, articles and conditions therein set forth and contained are lawful" by James Todd, Attorney-General, and

John B. Gibson, Chief Justice, Molton C. Rogers, John Kennedy and Thomas Sergeant, Associate Justices of the Supreme Court of Pennsylvania.

#### A FIREMEN'S ASSOCIATION.

On the 24th of January, 1838, the Union and the other companies formed a "Firemen's Association of the City of Lancaster." What its objects were, or how long it continued in existence, are not recorded.

#### THE GREAT PARADE OF 1838.

Thursday, May 3, 1838, was fixed upon as the day for the parade of the Fire Department, which far eclipsed anything of the kind which had previously taken place in Lancaster. Even to this day those of our citizens who have a recollection of the affair, speak of it as the finest demonstration, in point of beauty and expense, that was ever made before or since in this city. Of course, in respect to numbers, it was far excelled by the monster parade of October, 1867. The several fire companies of the city had been preparing for it for months, and thousands of dollars were expended in the embellishment of the engines and hose carriages, purchasing new equipments, and in the making of banners, flags, etc. The papers of that day are filled with glowing descriptions of the parade. The Committee of Arrangements of the Union were Messrs. John H. Duchman, Charles Nauman, John Brown, Henry E. Leman, Henry S. Magraw, Charles Boughter, Michael Erisman, and John Ehler. The Chief Marshal was the late Hon. John Mathiot, then Mayor of Lancaster, and his Aids were the late Major Charles Nauman and Hon. John K. Findlay, now a resident of Philadelphia. The companies taking part were the Union, Friendship, Washington, American, and Sun.

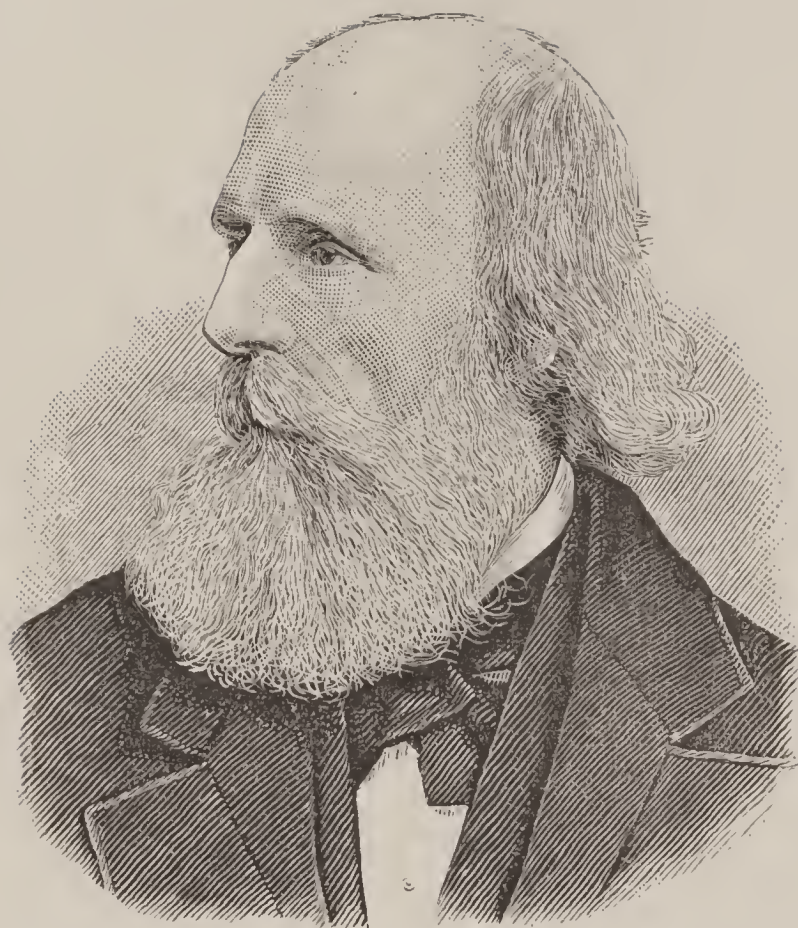
The account of the Union's part in the parade is taken from the *Lancaster Intelligencer* of May 8, 1838, and was written by



Col. John W. Forney, now editor of *Progress*, then a mere tyro in editorial life, but who has since achieved a lasting fame as a writer and speaker, and whose reputation as a journalist is known and appreciated not only in America but in Europe as well. The Colonel was a member of the Union, and naturally took pleasure in giving his fellow-firemen a good "send-off" on this occasion. The first extract is a notice of a banner, which is as follows:

"Anterior to the parade, the Union Fire Engine and Hose Company marched to the house of Mr. Adam Reigart, in East King street, where a splendid banner, painted by Mr. Jacob Eicholtz, and presented by a lady of Mr. Reigart's family to the Company, was received by John L. Thompson, Esq., with an address, of which the following is the substance, taken down from recollection:

"'LADY:—In behalf of the Union Engine and Hose Company I tender you their most sincere acknowledgments. These banners, rich and gorgeous as they may be, woven, as it were, by your own hand, and decorated with all the purity and chasteness of a lady's taste—these banners, magnificent as they may be, we know are but faint expressions of the deep solicitude you have ever manifested in our welfare and prosperity. The public good, the preservation of the public from the devastation of its most relentless enemy—the protection of your habitations and yourselves in the dead hour of midnight—public security, safety and repose—are the objects which have nerved and animated us—the motives which have influenced us in the institution of this Company. These objects could not have been nobler, more elevated, or patriotic; but they are rendered doubly captivating when they are interwoven with these beautiful offerings—the approbation and the gladsome smiles of the Ladies. Can you then for a moment suppose that anything will relax our efforts or lessen our animation in pressing forward to the goal of the public safety? Nothing—for my Company and myself, I repeat, nothing.



NEWTON LIGHTNER,  
PRESIDENT FROM 1848 TO 1855.





“‘Then, Lady, again I thank you. Long will we preserve these banners, and when, in after years, ‘the freshness of thought and feeling are gone,’ we will still cherish them as proud mementoes of your kindness, your liberality, your public spirit, and your pure and chaste handiwork.’

“This banner is a splendid piece of art. It was painted by Mr. Jacob Eicholtz. Three females, hand in hand, are observed in the foreground—one bearing a flambeau, and the rest with faces wreathed in smiles. They are intended to illustrate Union. The motto, *In Union there is Strength, Security, and Safety*. Messrs. Foltz and Shroeder bore these banners alternately, having two Turkish tassel-bearers.”

The lady referred to as having presented the banner was the late Mrs. Henry S. Magraw, then Miss Emily Hopkins. Mr. Thompson, who received the banner, was subsequently District Attorney of this county. He had a graceful person, and was an eloquent and finished speaker. The current of his life, however, was changed by a terrible event which occurred on the 28th of July, 1852. He and his wife and three of their children, in company with a large number of others, were passengers on the steamboat Henry Clay, which was coming down the North River, from Albany to New York. Another boat, the Armenia, was also coming down, and the two engaged in a race. The Henry Clay took fire from the intense heat of the boiler, and horrible scenes of suffering and death ensued. Sixty-eight lives were lost, among the number those of Mrs. Thompson and two of her children. She and her children were buried at Princeton, New Jersey, and the funeral was attended by a number of Lancaster’s prominent citizens. Mr. Thompson never resumed the practice of the law, but entered the clerical profession, and became a minister of the Presbyterian Church. He died shortly afterward in the very prime of his manhood. Had his life been spared, he would unquestionably have made his mark as a clergyman, on account of his winning manner and captivating style.

## THE UNION'S PART IN THE PARADE.

The appearance of the Union members in the parade was a theme for general congratulation. Col. Forney noticed them in the following complimentary manner :

“ The Union is an old Company, and was established in the year 1760. The enterprise of its members has already been evidenced in the very neat Engine and Hose House, erected in the rear of the Market House, and fronting Centre Square. The arrangements which were made for the parade partook of great taste, and betrayed a laudable spirit. The members were dressed in white pantaloons, green hats and capes, each having inscribed upon it the word *Union* in gilt letters. They made a handsome appearance, and numbered in all ninety-eight men. Immediately preceding the splendid banner (of which a full description has been given) came twenty members of the Engine Company, axe-men, torch bearers, etc., and about an equal number behind. Then came the engine, drawn by eight prancing grays, and led by four grooms attired in green frock coats, white pantaloons, and having each a gilded belt around the waist. Our friend, Wm. C. Hull, drove the horses, and displayed his skill as an ‘*old stager*’ in the ease with which he managed them. The engine was decorated with a degree of taste which could only have been conceived by the fair ladies, to which it owed so much of its chaste and elegant appearance. Wreaths of evergreens and flowers were hung in graceful festoons from front to rear, and immediately over the top arose a slight but graceful bower, supported by four slender gilt columns, and worthy, in every way, of its beautiful inmates—two

“ ‘ Pretty dimpled boys, little smiling Cupids.’ ”

They were habited in vestments adapted to their happy vocation of playing little pieces of juvenile gallantry to the ladies, and of winning the smiles of others, in return for their own shadowy laughter. They sat upon a splendid crimson velvet

cushion, and contributed in a great degree to the intense interest of the occasion. In the rear of the engine followed a portion of the members. Immediately succeeding these came the hose carriage, the brazen dolphins, mythological frontispiece, and costliness of construction of which secured universal praise last year. On Thursday, however, it combined, with all these, a striking addition. The fair ladies, whose conception won general approbation in the arrangement of the engine, were not less successful in their embellishment of the carriage. The laurel and the rose commingled in pretty confusion, and gave a charm to the whole that mere description cannot heighten. Amid this bower of undying verdure rested a Warrior, with all the luxurious and unstudied ease of a son of the forest—his eye vacant, his face passionless, and his soul seemingly absorbed in the curling volumes that he whiffed forth from his well-relished pipe. The members of the Union Hose Company followed, and after them came the banner presented by Miss Henrietta Reigart last year, bearing the proud motto—*Unity of purpose secures effect*. Two beardless junior Turks, dressed in white turbans and trowsers, bore the tassels. Marshal—Mr. John Ehler.”

A ball was given in the evening, at Mr. Cooper’s saloon, the Red Lion Hotel, West King street, at present kept by Mr. Abraham Hiestand. The *Intelligencer* says it “was, beyond all description, a splendid affair. The banners of the different Fire Companies which decorated the walls gave a chaste character to the festivities. The music was delightful, the company agreeable, and the evening satisfactorily spent by all.”

#### RESIGNATION OF MR. HENRY R. REED.

For the next five years little that is noteworthy appears upon the records, with the exception of the resignation of Mr. Henry R. Reed, as Secretary and Treasurer, on the 9th of January, 1841, having filled the position with great acceptability from the 20th of December, 1823, a period of nearly



nineteen years. The Company did not want to accept his resignation, but Mr. Reed thought that he was entitled to a rest, and his fellow-members reluctantly gave their assent to this view of the matter. In all its long years of existence, no member ever more uninterruptedly enjoyed the respect and esteem of his brother firemen and fellow-citizens. At the time of his death, on the 10th of January, 1858, Mr. Reed was cashier of the Farmers' Bank of Lancaster. Honest, conscientious, and straightforward in his intercourse and dealings with his fellow men, Mr. Reed was a model bank officer, citizen, and fireman.

#### VISIT OF THE LAFAYETTE HOSE COMPANY OF BALTIMORE, MD.

On the 4th of July, 1843, the then little city was on the tip-toe of excitement, the occasion being the visit of the Lafayette Hose Company, of Baltimore, Md. They were the guests of the Union, and received many marks of attention from that organization as well as the citizens generally. They went home delighted with their visit, and subsequently presented the Union with a set of equipments and a solid silver fire trumpet, as "a mark of their highest respect." Those of the firemen and citizens who still recollect the visit of the Lafayette, speak of the company as composed of men of splendid physique, and were highly complimented for their gentlemanly behavior and fine appearance.

#### THE UNION MEMBERS IN 1844.

A roll of the members of the Company in 1844, printed on satin, 17 by 20 inches, has been presented by Mr. William H. Shober. Two of these satin rolls were printed, one having been presented to the Lafayette Hose Company, of Baltimore, Md. The printing was neatly, even elegantly, done at the *Lancaster Intelligencer* office, then owned and conducted by Col. John W. Forney. A perusal of this roll shows that the Reaper Death has been busy garnering his sheaves. A



little more than a third of a century, and of the then one hundred and twenty-four members but twenty-eight are alive to-day. Following is the list:

President—Adam Reigart; 1st Vice President—John Ehler; 2d Vice President—Peter Bier, M. D.; Messenger—Conrad Anne.

Engineer—John H. Duchman.

Engine Directors—John Ehler, John Brown, Jacob Foltz, Jacob L. Hoffmeier, Michael Erisman.

Hose Directors—Reuben S. Rohrer, Henry Miller, Henry Carpenter, M. D., Alexander H. Carpenter, M. D., William Brown, Conrad Silvius, Ellis J. Hamersly, Conrad Anne.

Axe Men—Joshua W. Jack, Michael McGrann, Bernard Haag.

Ladder Committee—Emanuel Trissler, G. Taylor Lane.

Engine Committee—Daniel Erisman, Bernard Broom, Peter Bier, M. D., Andrew Bear, Peter G. Eberman, James Buchanan, Jacob Rathfon, John Bear, Samuel E. Gundaker, P. K. Breneman, Gerardus Clarkson, Robert D. Carson, Benjamin Champneys, Samuel Dorwart, Jacob Frey, Henry R. Reed, William Gable, Daniel Harman, James B. Lane, Robert Moderwell, John R. Montgomery, Christian Gast, Lewis Hurford, John Brown, Jacob Christ, Samuel Humes, M. D., Peter Long, Philip Leonard, John Gemperling, Thomas E. Franklin, Charles Nauman, Jacob Foltz, Michael Walker, John Yost, Clarkson Freeman, Jr., Henry Wilhelm, John P. Kieffer, Jacob F. Kautz, Jacob Hess, Michael Erisman.

Hose Committee—John P. Myer, Horace Hopkins, George L. Doersh, Newton Lightner, John W. Hubley, Michael O. Kline, Henry Hegener, Junius B. Kaufman, Jacob Graeff, John K. Neff (afterward of Carlisle), Zuriel Swope, Daniel R. Ehler, John H. Brown, J. Aug. Ehler, M. D., John Smith, Christian Shertz, William Nauman, A. N. Breneman, Edward Kautz, Aaron Eshleman, J. S. Carpenter, M. D., J. B. Gumph, Thomas Whitehill, Augustus Rogers, William M. Sample, A. Yeagley, George Wilhelm, J. Hathaway, Michael Zahm, Rich-

ard Leech, William Lewis, L. T. Heiner, William G. Chandler, William Keller, Wm. G. Baker, Henry Kuhns, Jacob Huber, Amos Slaymaker, James P. Andrews, M. D., John M. Dunlap, M. D., Conrad Silvius, Dennis Kelley, George Dellet, Davis Kitch, Christian Hershey, Samuel E. Slaymaker, Jacob F. Krug, John Somers, Lewis Haldy, H. F. W. Feddersen, Henry Sheaff, Conrad Anne.

Honorary Members—John Eberman, Adam Metzger, Thos. Jefferies, John Myer, John Leonard, Jacob Fisher, George H. Krug, Elijah McLenagan, Henry Garrecht.

#### INTERESTING LETTER FROM COL. FORNEY.

A letter of inquiry to Col. Forney as to several matters connected with the printing of the above roll, brought the following interesting reply :

“PHILADELPHIA, February 13, 1879.

“MY DEAR MR. SANDERSON:—I remember the old Union Fire Company well, and the satin roll of membership, and my deep interest in it as the printer, thirty-five years ago, when we were all working for Polk and Clay, or the opposing Democratic and Whig sides. I think I was always a better printer than a politician, and I am quite sure I took a good deal more trouble with the old Union Roll than I did with the Democratic county ticket that year.

“How well I recollect Adam Reigart, his handsome face, straight, erect form, and his cue, his nutty old Madeira, at \$1.00 a bottle, and frisky Geo. Whitaker, his Union clerk, and the jolly fellows, Harry Rogers, George W. Barton, William B. Fordney, Thomas F. Potter, etc., who would drop in upon the ‘favorite son of Pennsylvania,’ who lived on the same side of the street, on the corner of the alley, just above Adam Reigart’s Wine Store. Mr. Buchanan, though fond of a glass of good old rye himself, kept these young roysterers in awe—all but Fordney, who lives still to prove that he was never afraid to show his sense of the good things of this world, and his honest independence of character.

"Yes! I was at Capt. Duchman's hotel at the suppers to which you refer, given by the old Union Fire Engine Company, and I can smell the terrapin and roasted oysters, over-running forty years of time.

"The members of the Union deserve great credit for their efforts in keeping alive these old memories.

"Truly yours,

"J. W. FORNEY."

#### DEATH OF MR. ADAM REIGART, THE FIRST PRESIDENT.

Mr. Adam Reigart, who was the first elected President of the Company, holding the position by unanimous annual elections from January, 1813, to May, 1844, died on the 1st of May, in the latter year. He had been a member from February, 1791, a period of fifty-three years, and was the son of Adam Reigart, Sr., who for a quarter of a century was Treasurer of the Company. He lived to a patriarchal age, and his death was sincerely mourned and lamented not only by his large circle of relatives and friends, but by his fellow-citizens generally. He was the founder of the famous "Old Reigart Wine Store," which was established in 1785, and for over fifty years was one of Lancaster's most active, prominent, and influential business men. Upon the occasion of his death, a special meeting of the Company was held on Saturday evening, May 4, which was presided over by the late Dr. Peter Bier, then second Vice-President, and the following preamble and resolutions, offered by the late Mr. John Brown, were unanimously adopted:

"WHEREAS, The members of the Union Fire Engine and Hose Company have heard with deep regret of the death of Adam Reigart, Esq., their late fellow-member, and for many years their worthy and highly-respected President; therefore, be it

"*Resolved*, That out of respect to the memory of the deceased, we attend his funeral to-morrow (Sunday) afternoon, at 4 o'clock, from his late residence, in East King street.



*“Resolved,* That a copy of the above preamble and resolutions be forwarded to the family of the deceased.”

#### HIS SUCCESSORS.

Mr. Henry R. Reed was elected Mr. Reigart's successor on the 8th of June, 1844, but declined the position, and Mr. John Ehler was then chosen. He served until January 8, 1848, when Newton Lightner, Esq., was elected. His successor was Mr. Charles W. Cooper, who was elected on the 4th of January, 1855, Mr. Lightner declining a re-election. Mr. Cooper only served for one year, and on the 4th of January, 1856, Capt. Henry E. Slaymaker was chosen, and is still the President.

#### NO FIRE DEPARTMENT FOR THE UNION.

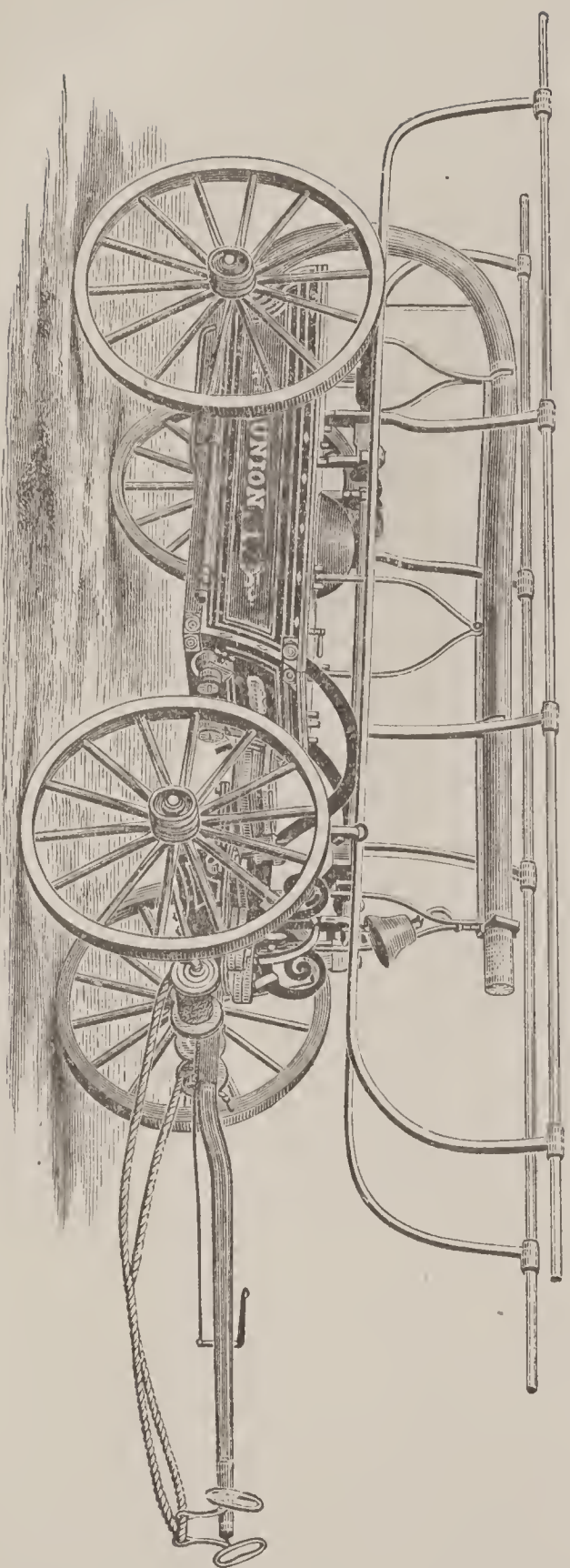
On the 10th of April, 1852, the first steps were taken toward the organization of a Fire Department for the city of Lancaster, but the Union, on the 8th of May following, declined to enter the department. Ever since it has adhered to this resolution, for the reason that it has never received its proper status in such an organization.

#### A SEAL ADOPTED.

A seal was adopted at a meeting, held on the 23d of March, 1855, which was attached to the coupon bonds issued by the Company. These bonds were readily taken, and how valuable they were, may be inferred from the fact that, subsequently, they could not be bought at a premium.

#### THE PRESENT ENGINE HOUSE.

On the 14th of July, 1854, it was agreed to purchase a lot of ground, at the corner of Market and what is now called Grant street, from the late Mr. Frederick Cooper, for which the sum of \$1,000 was paid. Upon this lot the present engine house was begun, finished, and occupied the same year.



THE BUTTON SUCTION ENGINE.

## SERMON TO THE UNION.

On the 10th of December, 1855, "a very able and appropriate sermon" was delivered before the Company by Rev. Alfred Nevin, D. D., now of Philadelphia, then pastor of the Second Presbyterian Church of Lancaster. The building was originally the old Mechanics' Institute, and is now Schaum's furniture manufactory, in South Queen street. The Company were so well pleased with the discourse that a committee was appointed to have it published.

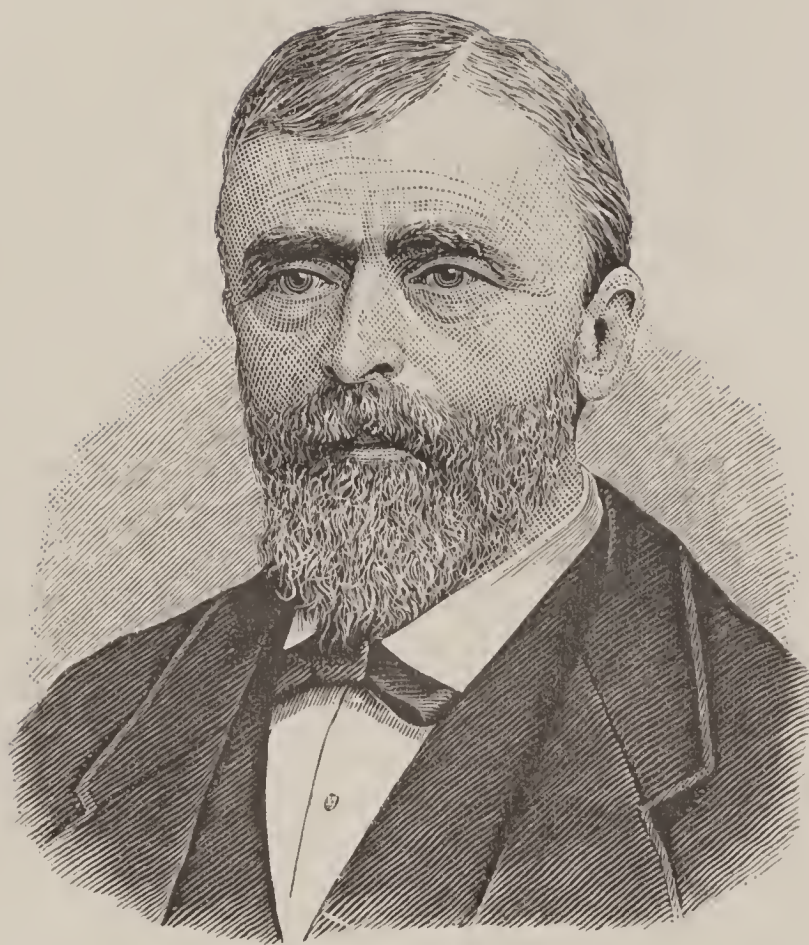
## THE BUTTON SUCTION ENGINE.

On the 6th of February, 1857, it having previously become known that the Union was going to take another advance, and get a suction engine, several communications from engine builders were presented and read. On motion of Col. Thomas Thurlow, it was resolved that a suction engine be purchased, the cost not to exceed \$1,300, and that the contract be awarded to Mr. L. Button, of Waterford, New York. On the 1st of May following, a committee was appointed to solicit subscriptions for the new engine, and on June 5th, it was stated that the old engine had been sold to the Humane Hose Company for the sum of \$310.

## RECEPTION OF THE NEW ENGINE.

On the 8th of September, 1857, the members of the Company, accompanied by the Fencibles' Band, went to Philadelphia to receive their new engine. They stopped at Miller's Chestnut Street House, the proprietor of which was Mr. Samuel Miller, a native and former resident of Lancaster, and whose hotel was a favorite stopping place for Lancasterians when visiting Philadelphia. Mr. Miller was a born Boniface, and his hotel, being then and for years previously in the business heart of the city, was much resorted to by leading politicians, business men, and play actors. Mr. Miller is dead, the old hotel is gone, but the recollections of the genial host





GEORGE K. REED,  
SECRETARY AND TREASURER FROM 1852 TO 1862.



and his pleasant abode will not easily be blotted from the memory of those who knew and were familiar with both.

The Union was received and handsomely entertained by the Diligent Fire Company, who gave them a banquet at their engine house. A speech of welcome was made by Mr. Andrew J. Baker, President of the Diligent, which was responded to by Edward Reilly, Esq. The next evening the Union complimented Col. Forney with a serenade at his residence, in Washington Square. The Colonel invited the members into his house, and subsequently Mr. John B. Markley proposed the health of "Col. John W. Forney, a native and former resident of Lancaster, and an old member of the Union." The Colonel responded in one of his happiest speeches, in which were recalled many pleasant reminiscences of his residence in Lancaster and connection with the Union. Capt. Slaymaker briefly replied, and the evening at Col. Forney's is among the most delightful recollections of this visit.

On their return home, there was a parade of the Fire Department in their honor, the American taking charge of and hauling the new engine through the streets. Next day the engine was tried in the presence of the builder, and threw a stream of water over two hundred feet. Upon the accomplishment of this feat, some enthusiastic genius had printed on a green card the following doggerel, which hung for a long time upon the brakes of the engine:

Two hundred feet—  
Can't be beat.

#### EXHIBITED ON THE FAIR GROUNDS.

The Union boys were proud of their new engine and the manner in which it performed its work. In the month of October, 1857, there was an agricultural fair (one of the few that this great agricultural county has ever held) on the grounds fronting on College Avenue, north of Franklin and Marshall College. The new Union engine was placed on ex-



hibition, and divided the honors with Fawkes's Steam Plow. Messrs. John Copland, Thomas Thurlow, and Jacob Forney were the committee in charge of the engine.

#### VISIT OF THE HOPE STEAM FIRE COMPANY, OF PHILADELPHIA.

In the latter part of September, 1859, the Hope Steam Fire Engine Company, of Philadelphia, stopped at Lancaster, on their return from Chicago. They gave a trial of their engine in Centre Square, and, as it was the first steam fire engine which had been seen in this city, its appearance and working excited great interest both among firemen and citizens. It was a crude affair, a liliput in comparison with the leviathans of the present day, but it worked well and satisfactorily. This put the Union members in the notion of having a steamer, and from that time forward they kept this idea in view until the end was accomplished. The Hope members were the guests of the Union, and had a royal reception and banquet.

#### PROJECTION OF THE COMPANY'S CENTENNIAL ANNIVERSARY.

At a meeting on the 3d of February, 1860, the arrangements were initiated for a proper celebration of the Company's centennial anniversary on the 14th of August following. On the 6th of April, new equipments were adopted and ordered—hat, belt, and shirt of the New York style.

#### THE QUESTION OF SENIORITY AGAIN.

The question of seniority between the Union, Sun, and Friendship was again raised in the month of July, 1860. The Union was ably represented on the occasion by several of its officers, with Gen. James L. Reynolds, for years an active member of the Company, and now on the Honorary List, and the late Capt. B. F. Baer, as counsel. They, however, had no authority from the Company for so doing. The question was heard before a board of three arbitrators, who were selected from the Philadelphia Fire Department, and Col. Samuel H.

Price, then President of the American Fire Company, presided. A decision was given in favor of the Sun.

The claim of the Union to seniority on this occasion is even established by the remarks of Hon. William A. Atlee, counsel for the Sun. Quoting from the *Daily Express*, of August 7, 1860, that gentleman is reported as saying that

“ He labored, at the start, under the disadvantage of the loss of their records since 1796, and he must therefore supply that loss by the evidence furnished by the other minutes. He referred to the fact that both the articles of association of the Sun and Friendship were *copies*, and not the originals; and that both copies claim the organization of each company on the same date—December 10, 1763. He referred to a minute of a meeting of the Sun, held in 1811, when an old member resigned, stating that he had been a member for thirty-five years, bringing the organization back to 1776. In September, 1764, the existence of the Sun is recognized by the minutes of the Friendship, and he went on to read from the minutes of the Union, to show that at various meetings of that Company, held in 1775–80–82–84–88–89–90–91, the Sun was recognized as in active service, while no mention is made of the Friendship, which disbanded in 1768. In 1791, the Union minutes record the proceedings of a convention of Firemen, in which the list of members of the Union and Sun stand side by side—the members of the former being nearly identical with those given in the Sun’s copy of their articles of association, which claim the date of organization in 1760.

“ From these facts, Mr. Atlee contended that the Sun should have priority at least of the Friendship. In the election of new members, a quorum must be present, and the Friendship had failed to show that such was the case at the re-organization. He also referred to the fact of a new title page being made in the Friendship’s minute-book—an unusual thing in the mere continuation of a company’s minutes—that this title claimed merely the *renewal* of the Company’s transactions—

and that the Company could not have disbanded on account of the Revolution, as Barton, Hand, Ross, and others were in Lancaster until 1775, while the Company's minutes ceased in 1768. The members of the Union and Sun were subject to the same cause of interruption, and yet their records are continuous. As well might a new company, to-day, adopt the name of the old 'Active,' referred to in the minutes, as for the Friendship of to-day to claim to be the Friendship of 1763."

Before the decision of the arbitrators was rendered, Mayor Atlee called upon Capt. Slaymaker, and congratulated him upon the fact that the Union had undoubtedly established its claim to seniority, and also thanking him for the use of the Union records, without which, he said, the Sun would have been unable to establish its status in the present contest.

#### THE UNION'S ACTION IN THE MATTER.

The Union repudiated the action of its self-constituted committee, in attending the meetings of the board of arbitration, and refused to acquiesce in the result. At a subsequent meeting, President Slaymaker took the floor, and spoke strongly against what had been done, stating that the Board's decision "was unjust, unrighteous, and illegal, and he believed it had been bought." The following resolutions, offered by Col. Thurlow, were adopted:

"WHEREAS, Some members and officers of the Company submitted to the committee from Philadelphia, appointed to examine and determine the seniority of rank contested by the Union, Sun, and Friendship Fire Companies, of the City of Lancaster, for many years past;

"AND WHEREAS, Said committee, after hearing and examining the books and testimony of the said companies, gave the Sun Company rank as No. 1, the Union as No. 2, and the Friendship as No. 3; therefore be it

"*Resolved*, That the Union Fire Engine and Hose Co., No. 1, of the City of Lancaster. do not abide by the decision of



the committee appointed to examine and determine the contest of seniority of the Union, Sun, and Friendship Fire Companies, on the following grounds, viz :

“ 1st. That the committee appointed by the Union Fire Co., No. 1, to the Firemen's Triennial Parade Convention, and the contest for seniority had been before said Convention and said committee on contest met, and were discharged by a unanimous vote of the Company ; and

“ 2d. That some members and officers of the Company, after the discharge of the said committee, submitted the books, papers, and other testimony of the Company to the Committee on Contest, on their own responsibility, and against the consent of the Company ; and, furthermore, be it

“ *Resolved*, That the Company pass a vote of censure upon the officers and members who acted in the above matter against the known wishes of the Company.”

#### THE CENTENNIAL ANNIVERSARY.

The great event in the history of the Union was its centennial anniversary on the 14th of August, 1860. Two days were occupied in the festivities, and memorable days they were and ever will be. There never was a more enjoyable occasion in the history of any fire company, or, in fact, any other organization, in this city. The *Daily Express* (which was then the only daily paper in Lancaster) contained a full account of the parade, ball, and banquet, and this sketch has been copied in extenso, because of its interesting and graphic nature. The first article is taken from that paper of August 15, 1860, and describes

#### THE PARADE AND BALL.

“ The parade of the Union Fire Company, yesterday afternoon, on the occasion of the Centennial Anniversary of the organization, proved a most brilliant affair, and was alike gratifying to the citizens of Lancaster and the members of the Company. Preparations for the event had been under way for

a long time previous, the Company having determined that it should be such a display as to have no cause for regret afterward. Without exception, it was the most successful and commendable firemen's turn-out which we have witnessed in this city for many years.

"In connection with the Union, delegations from the Sun, American, and Shiffler companies, in citizens' dress, took part in the parade. The visitors who were expected from abroad, failed to reach here, and their absence was the cause of much regret by the members of the Union, who had made every preparation to entertain them in a most hospitable manner. The ground upon which their absence is accounted for, was attributed to the inclement state of the weather yesterday morning and the day previous. But a more pleasant afternoon for the parade could not have been hit upon. The air was cool and bracing, and the recent rain had effectually laid the dust.

"During the morning the Company ran up a large American flag in front of their house, and stretched an arch of evergreens across Market street, the centre of which was made to represent the letter U.

"At 1 o'clock, the Company left their house, under the chief marshalship of Mr. O. C. M. Caines, assisted by Mr. Robert L. Eicholtz, and proceeded to East King street, where the line was formed, the right resting on Duke.

"The engine was drawn by four large and beautiful gray horses, which were driven by Mr. William H. Shober, who held the ribbons with much grace. Each horse was attended by a colored groom. The members who preceded the engine wore a bluish-gray shirt, black pantaloons, supported at the thigh by a leather belt, with gloves, and a new and beautiful hat, known as the New York hat. On the front of the hat was the figure '1,' and immediately over the figure the word 'Union,' and beneath the figure the date '1760.' The equipped members numbered thirty-five, and were without ex-



CHARLES W. COOPER,  
PRESIDENT FROM 1855 TO 1856.





ception the finest-looking body of firemen we have ever seen. The engine was profusely decorated with wreaths and flowers and a number of small flags. And that the lady friends of the Company had something to do with the decorations, was clearly apparent from the taste displayed in the arrangement.

"The hose carriage, which followed the engine, was drawn by two beautiful black horses, each attended by a colored groom. The carriage was also beautifully adorned with wreaths and flowers, and carried the beautiful satin banner belonging to the Company, which was used in the great parade of 1838.

"When the Company reached East King st., they were received by their brother firemen, and halted in front of Shenk's Exchange Hotel, where they faced about in order to receive a flag presented them by a number of ladies of this city. The presentation ceremonies took place from the iron portico in front of the hotel. On behalf of the ladies, Aldus J. Neff, Esq., presented the flag in an eloquent and appropriate speech, which was listened to by a large concourse of persons. The flag was received, on behalf of the Company, by Edward A. Reilly, Esq., in an equally happy manner. At the conclusion of Mr. Reilly's remarks, the members of the Union gave three hearty cheers for the fair donors.

"The flag is a beautiful silk American flag, with golden stars set in a ground of deep blue. The pole is surmounted by a red velvet liberty cap, set with silver stars and adorned with silver braid and fringe. A silver tablet near the lower part of the pole contains the following inscription :

"AUGUST 14, 1860.  
PRESENTED BY THE LADY FRIENDS  
OF THE  
UNION FIRE COMPANY,  
NO. 1,  
AT THEIR CENTENNIAL CELEBRATION.  
AUGUST 14, 1760.

"At the conclusion of this ceremony, the companies formed in line, and proceeded on their route as laid down in the programme. The line was as follows: Chief Marshal and his aid; the Sun, American, and Shiffler companies; the Fencibles' Brass Band; the flag bearer, supported by the President and a member; four axe men; the members of the Union; the Engine and Hose Carriage.

"During the parade many pleasant incidents occurred, which proved highly gratifying to the Company. Almost everywhere the ladies were prepared with wreaths and bouquets, which they threw into the ranks. In passing the various engine and hose houses their apparatus were drawn out and the bells made to ring merrily as the procession filed by.

"In passing along West Chestnut street, the procession halted in front of the residence of Mr. Jacob Baker, when the ladies of his family presented the Union with a beautiful framed wreath. R. W. Shenk, Esq., presented the wreath, on behalf of the donors, in a few neat and appropriate remarks, and the beautiful gift was received on behalf of the company by Mr. Stuart A. Wylie, editor of the *Inquirer*, in a brief and pleasant speech.

"From this point the procession proceeded on its route, and reached Centre Square about 5 o'clock, when it disbanded, and the companies returned to their homes.

"The parade was a success in every respect, and the members of the Union have every reason to be proud of it."

#### THE BALL.

"The ball, given by the Union at Fulton Hall last evening, proved one of the most brilliant and best conducted parties which has taken place in this city for a long while. The room was conveniently full, the Company having wisely determined to issue tickets to their immediate friends and acquaintances only, and thus prevent that unpleasantness characteristic of promiscuous crowds. It would be invidious for



us to particularize each bright eye that shone on the occasion, or each fair form that glided through the mazes of the dance. We can say, however, that the Union numbers among its lady friends some of the fairest daughters of Lancaster, and, as one of the speakers remarked, they were for the *Union* to a *man*. The party was kept up until a late, or rather an early hour, when the company departed for their homes, highly delighted with the night's entertainment.

"The room was gaily decorated with flags and banners, and the beautiful engine of the Company had its place at the upper end of the hall, almost buried beneath wreaths, bouquets, and flowers, which had been received during the parade.

"During the evening several episodes occurred in the presentation of several beautiful wreaths and a burr frame. The latter was the gift of Miss Kate Cormeny, and was presented on behalf of the fair donor by R. W. Shenk, Esq., in his usual pleasant manner. The Union deputized Mr. Alfred Sanderson, the junior of the *Intelligencer*, to receive the offering, which he did in a few remarks abounding in wit and pleasantry. Miss Mollie Wylie and Mrs. Agnes Eberman offered two beautiful wreaths, which were presented on their behalf by Mr. S. A. Wylie, in a neat and appropriate speech, and which were received by Mr. A. W. Shenk, on behalf of the Company. The wreaths were made of artificial flowers and were beautifully arranged, reflecting the highest credit upon the taste and ingenuity of the donors.

"With all these pleasant incidents to mark the Centennial celebration of the Union Fire Company, if the members are not excessively happy, they are certainly an unimpressible set of mortals."

#### THE CENTENNIAL BANQUET.

The next evening, the 15th of August, the Centennial banquet was given, of which the *Express* of the 16th gave the following account:

“The grand festival of the Union Fire Company came off last night, according to previous announcement, at Fulton Hall. At 8 o'clock, the Company marched to the depot, and received a delegation from the Diligent Engine Company of Philadelphia. They were escorted to Shenk's Exchange Hotel, East King street. At 9½ o'clock, the members of the Company and invited guests, together with the Fencibles' Band, arrived at Fulton Hall, and immediately took seats at the supper table. And here we must give a passing notice of this part of the festival. The supper was prepared under the personal superintendence of Mrs. Emanuel Shober, the esteemed landlady of the Eagle Hotel, North Queen street, and was one of the most complete in every respect that we ever saw or partook of. The table fairly groaned under the weight of 'good things,' both of a solid and liquid nature. The reputation of the host and hostess of the Eagle Hotel for giving the finest of entertainments was most effectually kept up on this occasion.

“Henry E. Slaymaker, Esq., President of the Union, presided. Among the invited guests present we noticed Mayor Sanderson, Mr. Wm. F. Shuler, President of the Sun Fire Company; Mr. John Brown, formerly, for many years, Secretary of the Union, now on the retired list; Capt. Franklin, Col. O. J. Dickey, Dr. J. Frank Huber, and the Diligent delegation. After the merits of the entertainment had been fully discussed, the President arose and stated that he had received a letter from Hon. Benjamin Champneys, who had been selected to deliver an address on the occasion, of an historical nature, having reference to the organization and advancement of the Union Fire Company, stating his regret at not being able to be present. The letter was read by the Secretary, Geo. K. Reed, Esq. Following is the letter:

“*To the President and Members of the Union Fire Co.:*

“GENTLEMEN: I deeply regret that I am most reluctantly compelled to be absent from the festive meeting of your Com-

pany this evening, held in commemoration of the important event of its Centennial anniversary. I had anticipated great pleasure from a social reunion with a Company of which I feel great pride in being a member; and the occasion would have presented vividly to my mind the many pleasant recollections of the past, saddened only by the reflection that so many of our former associates have been carried, by the resistless wave of time, to the last resting place of all that remains of humanity. It has been truly remarked that a passing tribute to the memory and virtues of the dead is a just debt from the justice of the living. The recollection of their merits, integrity, and patriotic services, will always remain associated with the best feelings of the human heart, and offering the highest incentives to the bright path of duty in the future.

“When the great principle upon which our ancestors relied in their resistance to the oppressions of the British crown was enunciated, the County of Lancaster was foremost in the exhibition of that patriotism, energy, and self-denial, which were so characteristic of the general spirit of the American people, and amongst the most prominent, in the ranks of danger and duty, were to be found the members of the Union.

“Without intending in the slightest degree to detract from the merits of other companies equally patriotic, whose members are actuated by no other spirit than that of a generous rivalry for the public good, it is but simple justice to be permitted to say of the past and present history of the Union, that its members have ever been ready, both in war and peace, to perform their whole duty to the community and the country. I remain, with high respect,

“Your friend,

“B. CHAMPNEYS.

“*Lancaster, August 15, 1860.*”

“The President then called upon the Union to ‘fill up their glasses,’ and proposed as a sentiment: ‘The Founders of the Union Fire Company,’ which was drank standing. He then



proposed 'the health of the Mayor of Lancaster,' and Mayor Sanderson, on rising to respond, which he did in a few very appropriate remarks, was greeted with much applause. He complimented the Union on its efficiency as an organization, spoke of the high character of its members generally, and the honorable positions they have occupied in the service of their country in different capacities, and paid a deserved tribute to the self-sacrificing devotion of firemen. He concluded his remarks by proposing: 'The Union Fire Company—may its existence be perpetual, and may the Civil and Fire Departments of the City of Lancaster always act together in unison.' His remarks were listened to with great attention, and he was heartily applauded at times. At the close he was greeted with three cheers and a tiger.

"Sentiments were also proposed and remarks made by Aldus J. Neff, Esq., by the way one of the best off-hand speakers we have ever heard; Mr. Elliott, of the *Diligent*; President Shuler, of the *Sun*; Mr. Stuart A. Wylie, of the *Inquirer*; President Slaymaker, Capt. B. F. Baer, Mr. Alfred Sanderson, of the *Intelligencer*; Mr. O. C. M. Caines, and Dr. J. Frank Huber. The Union Glee Club, an organization composed of members of the Union Fire Company, favored the assemblage with some of the finest vocal music we have listened to for a long while. The Fencibles' Band also, during the progress of the entertainment, performed several of their most popular airs.

"The company dispersed at an early hour of the morning, delighted with the festivities of the night, the incidents of which will be treasured up in their memories for long years to come. The celebration of the hundredth anniversary of the Union Fire Company has throughout been a credit to that noble organization and the city of Lancaster. Our reporter is satisfied that two finer entertainments (we have reference to the ball of Tuesday night and the feast of last night) have never been given in this or any other city, and

we trust the good feeling manifested toward the Union by their brother firemen and our citizens generally may exist for all time to come."

But nineteen short years have passed away, and of those who participated in the festivities of the centennial anniversary, Hon. Benjamin Champneys, Hon. George Sanderson, Mr. John Brown, Hon. O. J. Dickey, Mr. O. C. M. Caines, Mr. Stuart A. Wylie, Mr. A. W. Shenk, Capt. Aldus J. Neff, Capt. B. F. Baer, and Dr. J. Frank Huber have been "carried by the resistless wave of time to the last resting place of all that remains of humanity." The evening of the banquet was one of wit, song, and sentiment, and the incidents, pleasant indeed were they, are still fresh in memory. The gentlemen named, who contributed greatly to the pleasure of the occasion, are gone, and "the places which once knew them will know them no more forever."

#### THE DARK FOREBODINGS OF SECESSION—ACTION OF THE COMPANY IN FAVOR OF THE CRITTENDEN COMPROMISE.

The dark forebodings of secession and mutterings of civil war were now beginning to be heard throughout the land. The Union Fire Company, true to its past reputation as a patriotic organization, stepped promptly to the front, and put itself upon record in favor of the Union and the Constitution. On the 1st of February, 1861, President Slaymaker "presented to the Company a memorial addressed to the Senate of the United States, deploring the troubled condition of the country, professing the attachment of the Company to the Constitution, and advocating the adoption of the Crittenden amendment. The memorial was engrossed on a large sheet of paper, containing a colored drawing of the American flag, with the signatures of the officers and members of the Company written upon the folds of the flag." The memorial, which was unique and beautiful in design, was prepared by Col. J. Franklin Reigart, then of Lancaster, now a resident

of Washington, D. C., and he was tendered the thanks of the Company "for the skill and good taste shown in the preparation."

#### RAISING OF THE FLAG ON THE STATE CAPITOL.

On the 22d of February, 1861, the Union visited Harrisburg, the occasion being the raising of the flag upon the dome of the State Capitol by President-elect Lincoln. On his way to Harrisburg he stopped for a short time in this city, and was the recipient of an ovation. He made a brief speech in acknowledgment from the balcony of the Cadwell House, having been introduced to the assembled multitude by the late Hon. O. J. Dickey.

#### RECEPTION OF THE MEMORIAL BY THE U. S. SENATE.

At a meeting on the 1st of March, 1861, the following letter from Hon. William Bigler, then a U. S. Senator from Pennsylvania, in reference to the presentation of the Union memorial to the U. S. Senate, was presented by the President and read :

"SENATE CHAMBER, February 9, 1861."

"DEAR SIR : The memorial of your ancient and honorable fire company was promptly presented to the Senate. Its appearance made some sensation in the chamber. I still hope for an adjustment that may save for a time what remains of the Union, but no one can tell what a day may bring forth.

"Very truly your friend,

"WM. BIGLER."

"OFF FOR THE WAR."

In a note attached to the minutes of a meeting on the 3d of May, 1861, at which no business of importance was transacted, the Secretary says it was "the smallest meeting held for a long time, nearly all the active members having joined the volunteer companies to assist in suppressing the Southern



rebellion." That brief note tells that no emergency could possibly arise in which the Union members were not ready and willing to offer their services, and do or die for their country.

#### NAMES OF THE UNION PATRIOTS.

Having spoken of the alacrity with which the members of the Union Fire Company responded to the call of their country in the dark days of 1861, it now remains to be recorded who those patriots were, the commands in which they served, and the glorious renown which they achieved. Many of the poor fellows never returned to Lancaster. Upon the battle-fields of Virginia, Maryland, Tennessee, Kentucky, and Pennsylvania, they met and faced death. Their bones lie mouldering in a distant soil, far from home and kindred, while their spirits are tenting on the camping-ground of eternity.

" They sleep their last sleep.  
They have fought their last battle ;  
No sound can awake them  
To glory again."

The following members were reported at meetings of the Company, in the summer and fall of 1861, as being in the service for the suppression of the rebellion :

*1st Reg. P. V., Co. F.*—Lieut. M. H. Locher, Lieut. James P. Dysart, Serg't J. H. Druckenmiller, Corp. J. P. Deichler, Corp. W. W. Murphy, and Privates Joseph Altick, David Bair, Jr., J. B. Chamberlain, Jacob S. Duchman, John B. Lebkicher, Edward Eberman, Emanuel Gundaker, S. S. Holbrook, G. W. Jack, William D. Kuhn, Andrew J. Leibley, Edward Myers, John Madden, Benjamin H. Ober, W. T. Rote, H. F. Swentzel, and George Mason.

*1st Reg. P. V., Co. K.*—Sergeants W. H. Gable, W. Garvin, J. Gable, and E. Druckenmiller.

*5th Reg. P. V.*—Charles W. Wiley, H. M. Foltz, and E. Cramer.

*10th Reg. P. V.*—Capt. J. K. Waltman.

*U. S. Marine Corps.*—Henry E. Carson, William W. Murphy, George W. Jack. Messrs. Murphy and Jack enlisted in the Marine Corps at the conclusion of the three months' service.

*1st Reg. P. R. V. C., Co. B.*—Capt. Thomas B. Barton, Lieut. Harry Hook, Lieut. William L. Bear, Sergeants Strickler R. Everts, William E. Murray, John C. McCracken, George M. Bauman, Corporals Thomas S. Black, Philip L. Sprecher, William M. Hoffmeier, Theodore Wenditz, Musicians Franklin A. Haines, Thomas Judge, and Privates Nathan L. Bear, Benjamin F. Benedict, Albert H. Bitner, Abraham E. Bear, William H. Bubb, William W. Cox, William J. Cake, George A. Cox, Augustus C. Duchman, William L. Dellet, John C. Eicholtz, George W. Engle, Edward Frankford, Henry Feller, Frederick D. Friday, Isaac H. Fortney, E. D. Freeland, Abraham Greenawald, James G. Humes, George W. Horner, Wm. B. Harman, Peter M. Heiser, Henry Hackman, Henry G. Hiestand, Robert Holt, Jacob D. Hine, Mathias Hart, John C. Harvey, Obadiah H. Kurtz, Henry M. Killian, Christian Kline, George W. Kendig, Robert B. Marshbank, William G. McClain, George M. Miller, Gilbert C. Myers, Emanuel C. Metzger, Grabill B. Myer, Peter L. Magennis, James T. McCully, John McClain, John A. Moss, John L. Norman, Ambrose Neyman, Chas. R. Pinkerton, Theo. C. Parvin, Thos. P. Price, John B. Renner, Lewis A. Rauch, Miles Rock, John K. Rutter, George F. Steinhauser, Isaac B. Steers, E. L. Sanders, James E. Strachan, Samuel S. Strachan, William H. Staley, William D. Stauffer, Joseph R. Thomas, Frank Whitlock, John Weidel, John M. Wortz, Milton Weidler, Jacob T. Zellers.

Co. B, First Pennsylvania Reserves, was first organized and enlisted for the three months' service. On its way to the depot to take the cars for Harrisburg, a telegram was received countermanding the order to report there. The large majority of the members then immediately re-organized, and were



BENJAMIN F. BAER,  
VICE-PRESIDENT FROM 1866 TO 1875.





ordered to Camp Wayne, at West Chester, June 4, 1861, when they were mustered into the three years' service. The command of the company was first tendered to President Slaymaker, who had been Orderly Sergeant of the Lancaster Fencibles, and who assisted in organizing and drilling the Union Guards. He was unable to accept, on account of business affairs. The late Capt. John H. Dysart was then elected, but he was also forced to decline the honor. The late Capt. Thos. B. Barton was then chosen, and accepted. He had been Chief Clerk in the Lancaster Post Office, and was the son of an officer of the U. S. Navy, who was afterward killed at the battle of San Jacinto, under Gen. Sam. Houston, fighting for the independence of Texas, in 1836. The company was named the Union Guards, because it had its origin in and zealous co-operation of the Union Fire Company, although a few of its members belonged to other fire organizations.

Many of the members of the Union, some of whom are mentioned above, also served in the 79th, 122d, and other regiments, but as it is impossible to obtain a correct list, their names are omitted. Some, also, who enlisted as privates and non-commissioned officers, rose to the rank of Major, Captain, and Lieutenant, and others were detailed for service in the Signal Corps.

#### PRESENTATIONS TO CAPTAINS WEISE AND BAER.

In August, 1862, elegant swords and sashes were presented to Captains John P. Weise and Benjamin F. Baer, who commanded companies in the 122d Regiment, Col. Franklin. The presentation was made, on behalf of the Union, by Mr. Stuart A. Wylie, and Captains Weise and Baer appropriately responded. The members of the Union were then pleasantly entertained at "The Corner" by those gentlemen.

#### RETURN OF THE UNION GUARDS.

Upon the return of the Union Guards to Lancaster, in June, 1864, they were warmly greeted and cordially welcomed

to their homes and firesides. The members of the Union Fire Company left at home (little more than a "corporal's guard" they were) received the returning veterans, who debarked from the cars at the Locomotive Works, and a short street parade was made.

#### SEPARATION OF OFFICES.

At the annual election for officers on the 3d of January, 1862, the offices of Secretary and Treasurer were separated, and Mr. Frank L. Calder was elected Secretary, and Mr. George K. Reed, Treasurer. The offices of Secretary and Treasurer had remained consolidated from the year 1813.

#### MOURNING FOR THE DEAD HEROES.

In the battles before Richmond, during the month of June, 1862, the Pennsylvania Reserves were actively and constantly engaged, and suffered heavy losses. At a meeting, on the 6th of July following, the flag of the Company was directed to be placed at half-mast for the period of fifteen days as a mark of respect to the memory of the members of the Union who were killed in that disastrous campaign.

#### THE "EMERGENCY" PREVENTS A QUORUM.

A meeting was called on the 3d of July, 1863, but there was no quorum, nearly all the members of the Company then in Lancaster having enlisted for the emergency during the invasion of Pennsylvania by Gen. Lee.

#### A SUCCESSFUL FAIR.

A fair for the benefit of the Company, which had been proposed in the fall of 1861, was postponed on account of the breaking out of the rebellion. In the winter of 1865, the project was again revived, and a fair was held for one week, at Fulton Hall, beginning on the 21st of February, which realized nearly \$2,700. This had the effect, in a financial way, of putting the Union "upon its feet," and, with the amount ob-



tained, the debt of the Company was paid off, and the balance devoted toward the purchase of a steam fire engine. The fair proved a far greater success than was anticipated, which was due to the admirable arrangement and management of the Ladies' Committee, of which Mrs. Dr. J. Frank Huber was President.

#### THE UNION FREE FROM DEBT.

At a meeting, on the 6th of April, 1865, "Vice-President Charles A. Heinitsh stated that the entire debt of the Company had been paid off, and that he had in his hands at the present time the bonds and mortgage which had been held against the Company. Satisfaction has been entered for the same, and he moved that the said bonds and mortgage be destroyed. The motion was agreed to, when the same were destroyed by fire in the stove in the presence of the Company, and the old Union, No. 1, stands this day free from debt or claims of any kind against it." The members were, and had just cause to be, jubilant at such an announcement.

#### THANKS TO MESSRS. REED AND HEINITSH.

At the same meeting, it was "resolved that the thanks of the Company be and are hereby tendered to Messrs. George K. Reed and Charles A. Heinitsh, for the faithful manner in which they have discharged their duties as members of the Company." The members felt that they were and are still largely indebted to these gentlemen for the then and present flattering condition of the Company's finances, and thus formally placed upon record their appreciation of their unremitting labors.

#### INTRODUCTION OF STEAM FIRE ENGINES.

At this meeting, also, the President "stated that the members of the Company have been discussing the propriety of getting a Steam Fire Engine; that he had written to a number of builders of steamers in relation to the same, and had

received answers from several. Mr. Button, the builder of our hand engine, replies that he will build us a third-class steamer for \$3,400, and if our hand engine is in good condition, will take it at from \$800 to \$1,000.

“The President also stated that the Hope Fire Company of Harrisburg had one of the Button Engines; that he had written to them in relation to the trial of the same before a committee of this Company, and they replied they would be happy to give it a trial in the presence of a committee from the Union on Saturday afternoon next.

“It was then agreed that a committee proceed to Harrisburg at the time named—the committee to consist of as many members as desire to go.”

#### THE COMMITTEE VISIT HARRISBURG—TRIAL OF THE HOPE STEAMER.

The committee visited Harrisburg on the 8th of April, 1865. An account of the visit to that city and trial of the Hope steamer appeared in the *Daily Intelligencer*, of April 11. As it refers to a matter which decided the question upon the part of the Union as to the purchase of a steam fire engine, the article appropriately finds place at this point. It is as follows:

“The Union Fire Company, No. 1, of this city, propose getting a Steam Fire Engine. With this purpose in view, the Company at a late meeting, appointed a committee to proceed to Harrisburg to examine the steam engines of the Hope and Friendship Companies of that city. The committee consisted of the following-named gentlemen: Capt. H. E. Slaymaker, President; Capt. B. F. Baer, Vice-President; George K. Reed, Esq., Treasurer; Col. Thomas Thurlow, Chief Engineer, and Messrs. J. H. Hegener, Jr., Frank Hegener, David H. Wylie, James F. Downey, and William H. Shober.

“The committee attended to the duty on Saturday last, and left here in the 11:15 a. m. train, arriving in Harrisburg about 1 o'clock. They took quarters at the State Capitol

Hotel, and, after dinner, in company with a committee of the Hope, and Mr. Theodore Rogers, of the Friendship, first visited the house of the Friendship, on Third street. The engine of this company is very neat and pretty, but not near as serviceable as that of the Hope. It was built by the Amoskeag Manufacturing Company, of Manchester, N. H.

“After a short inspection of the Friendship’s apparatus and hall, the committee visited the house of the Hope, on Second street, and made a thorough inspection of the engine. Although not having as much fancy work about it as the Friendship, a first glance will show that it was built for durability and service. It is a beautiful piece of workmanship, and its capacities were severely and fully tested in the recent great freshet at Harrisburg. It is of class No. 2, and is made to run by hand or horse power. Its capacity is 8-horse power, cylinder  $8\frac{1}{8}$  inches, pump  $6\frac{1}{4}$  inches, and stroke of rod 5 inches. It weighs 4,500 pounds, and can be drawn with ease by twenty men to any place in Harrisburg. But seventeen persons manned the ropes on Saturday when it was taken to the place of trial. The engine is named the ‘*W. H. Kepner*,’ after the honored President of the Hope. It was built by Mr. Button, of Waterford, N. Y., the builder of the engine at present belonging to the Union. The advantages which Mr. B. claim for his engines are, that they are really ‘balance’ engines, requiring no chocking while in operation, as they are entirely free from jerking or oscillating motion. This peculiarity enables him to furnish a much more compact and powerful engine than can be made, on any other plan, of the same weight and durability. He claims that his smallest engines can steadily perform the work of two hundred men. They are supplied with a fuel box, tool box, oilers, wrenches, spanners, two service lanterns, and all the tools necessary to take them apart and put them together. The machine is furnished with a spring balance and safety valve, a glass water gauge, a small elastic suction tube to supply the boiler from a barrel,



when using very foul or salt water, a piece of gum hose with connections to boiler, to thaw ice when necessary, a variable exhaust valve to regulate the draft, and Button & Blake's patent air chamber, which insures a uniform stream for any length of time without exhausting the air. Also, a cut-off in the suction pipe, by means of which the engines can instantly stop the stream, and keep the engine in operation for supplying the boilers. The wheels and running gears are well protected from the heat of the boiler.

"About 4 o'clock, the engine, under the charge of Mr. S. H. Ettla, Secretary; William McCoy, Chief Engineer; Jacob Houser and George McAllister, Assistant Engineers; James M. Garverich, Fireman, and Messrs. Samuel McCabe, Benjamin Bowman, Thomas Sample, and Captain Thomas Martin, members of the Hope, and Theodore Rogers, of the Friendship, was taken to the place of trial, at the Old School Presbyterian Church, on Third street, at the foot of the Capitol grounds. Fire was then kindled, and in ten minutes' time steam was blowing off. A couple of sections of hose belonging to the Citizen Company were attached to the engine, and, with eighty-five pounds of steam, two streams were played, one of which was thrown through an inch and three-eighths nozzle over the steeple of the church, and this, too, with a strong current of wind to contend against. [We were credibly informed that on a calm day this engine can throw a stream of water over the steeple of another church, in that city, which has a height of two hundred and seven feet.] The trial was satisfactory in every respect, and was witnessed by a large number of spectators.

"On the return of the Company to the Hope's house, an impromptu meeting was organized in the hall, and Mr. S. H. Ettla was called to the chair. Capt. B. F. Baer, on behalf of the Union, made a few felicitous remarks, thanking the Hope for the courtesy shown the Union, which were appropriately responded to by Mr. Ettla. A general good time

was then 'had, and we know the 'boys' cannot but have a very favorable impression of their brethren of the Hope.

"At the Hope house we met Hon. William H. Kepner, President of the Company, and the first Mayor of the city of Harrisburg. He is exceedingly courteous and affable in his manners, and almost idolized by the Hope members.

"The committee were afterward escorted to several places of interest in the Capitol City by the Hope members. We believe they all enjoyed their visit, and will reciprocate the kind attentions shown them by the Hope whenever the opportunity offers.

"The press of this city was represented on this occasion by Messrs. Rockafeld of the *Express*, and Sanderson of the *Intelligencer*. They are both honorary members of the 'Fire Brigade,' and most decidedly relish a 'steam squirt.'"

#### A STEAMER DECIDED UPON.

At a special meeting, on the 12th of April, 1865, the committee to Harrisburg having made a report of the satisfactory nature of their visit, it was decided that Mr. Button should build a third-class Steam Fire Engine, the same to be delivered on or before the 14th of August following. Messrs. H. E. Slaymaker, S. S. Spencer, Thomas Thurlow, William H. Thacakra, S. A. Wylie, and John A. Shober were appointed the building committee, and were given sole authority to superintend the construction of the steamer, which had just been ordered.

#### SALE OF THE BUTTON SUCTION ENGINE.

The time has come for bidding good-bye to the old hand fire engines, which, in the years ago, had done prodigious work. It can truly be said, in this respect at least, that "old things have passed away, and all things become new," for nearly every city and town in the country now possess one or more steam fire engines.

A special meeting was convened on the 15th of June, 1865, at which " Mr. George K. Reed stated that he had been called upon by a committee of the Town Council of Hamburg, Berks county, who were in want of an engine. He had called all of the members together that he was able to see, for the purpose of giving the engine a trial in the presence of the committee. The committee were pleased with the engine, and now desired to know at what price the Company would sell the engine and hose carriage.

"A motion by Mr. Watson H. Miller, that the Company sell the engine and hose carriage for the sum of \$1,500, was amended by Mr. S. A. Wylie, that the officers of the Company be instructed, and that they be a committee to dispose of the engine and hose carriage to the best advantage. The motion, as amended, was agreed to."

The committee met subsequently the same day, and agreed to sell the engine and hose carriage, with four sections of hose, for \$1,500. The offer was accepted by the committee from Hamburg, on condition that the Company deliver the engine and hose carriage at that place on the 4th of July following, which the Company agreed to do.

#### THE ENGINE AND HOSE CARRIAGE TAKEN TO HAMBURG.

The following members of the Company, having in charge the engine and hose carriage, left for Hamburg on the 3d of July: Messrs. H. E. Slaymaker, Joseph K. Bauman, William Elder, J. H. Hegener, Jr., Hanford B. Herr, Casper Metzger, William Millar, William P. O'Bryan, George K. Reed, E. E. Snyder, John A. Shober, William H. Shober, William H. Thackara, Abraham Sheets, William H. Long, Jacob Waters, Thomas Thurlow, Stuart A. Wylie, William T. Wylie, and David H. Wylie. They arrived in that place, the second in population and importance in the old county of Berks, on the evening of the 3d, and were cordially received by the inhabitants of the ancient and, in some respects, still primitive town.





STUART A. WYLIE,  
VICE-PRESIDENT FROM 1866 TO 1872.



On the morning of the 4th they gave an exhibition of the engine's capacity, playing one, two, and three streams of water alternately. A procession, headed by the Town Council of the borough, was subsequently formed, and, after marching through the town, proceeded to a pleasant grove in the outskirts, where the ladies had made ample preparations for the entertainment of the visitors. The day was spent in picnic style, at the conclusion of which the money was paid over, and the Union members left on their return home at 4 o'clock in the afternoon. Arriving at Litiz, they witnessed the illumination of the Spring grounds, and reached Lancaster at a late hour of the night.

#### ARRIVAL AND RECEPTION OF THE STEAMER.

The Steam Engine reached Lancaster on Saturday, September 23, 1865, and in honor of its arrival the American and Shiffler Companies united with the Union in a parade, which was noticed in the following manner by the *Daily Intelligencer*, of September 25 :

"The steamer of the Union Fire Company arrived on Saturday afternoon, at 1 o'clock. A parade of the Union, American, and Shiffler Companies took place, the two latter acting as an escort. The line of procession was formed on Chestnut street, and moved as follows :

"Chief Marshal—Dr. J. T. Baker, American.

"Aids—George Miller, American ; John Shertz, Shiffler.

"Young Men's Drum Corps.

"American, No. 5, W. G. Evans, Marshal.

"Shiffler, No. 7, John Fritz, Marshal.

"City Cornet Band.

"Union, No. 1, Capt. H. E. Slaymaker, Marshal.

"Union Steamer, drawn by two cream-colored horses, upon which were mounted two boys dressed in the Union uniform.

"Carriage containing Mayor Sanderson, Mr. L. Button, builder of the engine ; Col. John H. Duchman, Superintendent City Water Works, and Mr. William Millar.





"OUR OWN: THANKS TO OUR LADY FRIENDS."

“The American appeared with white shirts, fire hats, and black pants; the Shiffler were fully equipped in firemen’s suits, and the Union appeared in new gray shirts, black pants, and wore the New York fire hat and belt. All the companies made an exceedingly handsome display. The lady friends of the different companies, as usual, were very profuse in the distribution of beautiful bouquets.

“The procession proceeded over the route previously designated, and about half past 4 o’clock halted in front of Trinity Lutheran Church, Duke street, where a

#### PRELIMINARY TRIAL OF THE STEAMER

Took place. The trial was not as satisfactory as could have been desired, which was owing to a variety of causes. There is not a doubt, however, of the steamer being able to do everything that can be reasonably expected of it. The steamer is named ‘*H. E. Slaymaker*,’ a well-bestowed compliment on the active, worthy, and esteemed President of the Union. It is of the third-class build, and plays two streams. It is a neat and beautiful piece of mechanism. The signal lamp in front was captured at Resaca, Georgia, on the 14th of May last, by Mr. Richard Kirk, of this city. It was taken off of a steam fire engine, which was on a railroad truck endeavoring to get away from the Federal forces. It is of English manufacture, and one of the finest specimens of the kind we have ever seen. On the sides of the boiler are two silver plates, with the name and motto of the Company. On the small air chamber in front is a silver plate with the following inscription: ‘*Our Own: Thanks to our Lady Friends.*’”

#### ANOTHER AND THOROUGH TRIAL.

The same paper, of the same date, states that “another and thorough trial of the Union Steamer took place on the first square of East King street, this morning, under the direction of Mr. L. Button, the builder. There was an inch and an



eighth nozzle stream played through 150 feet of hose, with 90 pounds of steam, to the distance of 226 feet. Steam was blowing off in eight minutes after the fire was kindled. In every respect the steamer performed its work satisfactorily without blocking, and the Union boys are of course in ecstasies."

#### ENGINEERS AND HOSE DIRECTORS.

The Board of Engineers at this time consisted of the following members: Messrs. Thomas Thurlow, Chief Engineer; John A. Shober, First Assistant; George M. Bauman, Second Assistant; Directors—David St. John, William H. Thackara, John A. Overdeer, Joseph K. Bauman, Al. M. Zahm, George W. Kendrick.

At the next annual election, in January, 1866, the following persons were elected Engineers: Thomas Thurlow, S. R. Everts, William H. Thackara, David H. Wylie, John A. Overdeer, Joseph K. Bauman, Charles M. Hambright, John A. Shober. Hose Directors:—Frank Hegener, Jacob R. Waters, William T. Wylie, William H. Shober, Joseph C. Biggs, Hanford B. Herr.

#### THE FIRST JONES COUPLINGS.

"First in everything," is the motto which has governed the Union all through the long period of its existence. On the 7th of December, 1865, the Company resolved, having received an appropriation of \$1,000 from the City Councils, to purchase 500 feet of hose, with the Jones Couplings attached, from the New York Belting and Hose Company. The hose was bought accordingly, and this was the introduction of the Jones Couplings in the Fire Department of Lancaster.

#### THE CORPORATE NAME CHANGED.

At the same meeting, the officers were directed to apply to the Court to have the corporate name of the Company amended. The proper application was made, and the prayer



of the petitioners was granted on the 24th of December following, when the Court of Quarter Sessions decreed that it should thereafter be known as "The Union Steam Fire Engine and Forcing Hose Company, No. 1."

#### TESTIMONIAL TO MR. GEORGE K. REED.

On the 4th of January, 1866, after the regular business had been transacted, "the President arose and said that the Company was now about to show its respect for one of the oldest and most faithful officers and members, George K. Reed, Esq., who had been the guardian of the treasury for the past fourteen years, and who at one time shouldered the entire debt of the Company, and through whose admirable financiering the Company was kept afloat."

Mr. Stuart A. Wylie then, on behalf of the Company, in a few appropriate remarks, presented Mr. Reed a handsome ebony cane, the head of which was of solid gold, beautifully chased, and on which was engraved the following inscription: "Presented to George K. Reed, Esq., by the Union Steam Fire Engine and Forcing Hose Company, No. 1, for faithful services as Treasurer. 1866."

Mr. Reed was greatly surprised, and returned his heartfelt thanks to his fellow-members for this remembrance. He referred briefly to the past history of the Company, but more particularly to the past twenty years of its history. He said that he had determined a few years ago to resign his position as soon as the Company was unincumbered with a debt, and he was happy on this occasion to hand the accounts to his successor with a balance in the Company's favor.

#### MR. REED DECLINES A RE-ELECTION.

At this meeting, Mr. Reed declined a re-election to the office of Treasurer, a position which he had filled with marked ability and fidelity for a period of fourteen years. To Mr. Reed the Company is greatly indebted for its present prosperity. He

paid the interest on the bonds when there was no money in the treasury, and the appropriation from the city amounted to the insignificant sum of \$75 per annum. The members were, therefore, reluctant to dispense with his services. He is still on the active list, and takes a lively interest in the Company and its welfare.

#### ELECTION OF MR. HEINITSH AS HIS SUCCESSOR.

Mr. Reed's declination was accepted, and Mr. Charles A. Heinitsh was chosen his successor, and still remains Treasurer of the Company. Having built up a large drug business by care and prudence, he has managed the finances of the Union in the same careful and prudential manner, and no similar organization is on a better pecuniary footing to-day.

#### A GIFT DISTRIBUTION.

A gift distribution was held for the benefit of the Company in the month of June, 1866, which netted about \$1,500. This was managed by Messrs. William H. Rauch and James F. Downey, the latter for years an active member of the Company, and now editor and proprietor of the *Journal*, at Louisiana, Missouri.

#### VISIT OF THE U. S. HOSE COMPANY, NO. 14, OF PHILADELPHIA.

On the 22d of October, 1866, the U. S. Hose Company, No. 14, of Philadelphia, visited Lancaster, as the guests of the Union, and a ball and reception were given in their honor in the evening at Fulton Hall.

On this occasion a set of handsome silver torches was presented by Mrs. S. R. Everts (now of Harrisburg), Mrs. Biggs, and other lady friends of the Union, for which, at a subsequent meeting, the thanks of the Company were tendered.

#### THE GREAT PARADE OF OCTOBER, 1867.

The largest parade of firemen in Pennsylvania, outside of

Philadelphia, took place in Lancaster on the 17th of October, 1867. It was a magnificent demonstration, and was participated in by companies from Philadelphia, Reading, Harrisburg, York, Lebanon, Altoona, and by delegations of firemen from nearly all the towns in the interior of the State. Samuel H. Reynolds, Esq., was the Chief Marshal, with an Aid and Assistant Marshal from every company in the line. It occurred upon one of the most beautiful of Indian Summer days, and a commendable feature (one too rarely followed) was that it moved promptly at the hour fixed. It took over an hour to pass a given point, and was witnessed not only by the entire populace of Lancaster, but by thousands of people from a distance. The city presented a gay holiday appearance, and liberal displays of bunting and other decorations were to be seen in every quarter. The procession was reviewed in Centre Square by Governor Geary, Mayor Sanderson, the Judges of the Court, City Councils, and other city officers, who stood upon a large covered platform.

The Union, though not participating in the parade, assisted liberally in the entertainment of the visiting firemen, and gave a superb banquet the preceding evening to the Hibernia Engine and U. S. Hose Companies of Philadelphia. Capt. Slaymaker, President of the Company, presided, and speeches were made by Capt. B. F. Baer, Vice-President of the Union; Mr. John T. Doyle, President, and Mr. W. T. McCully, a member of the Hibernia; Mr. Charles Buckwalter, of the U. S. Hose; Mr. S. A. Wylie, Mr. J. F. Downey, Col. H. A. Cook, of the Baxter Fire Zouaves; Mayor Sanderson, Mr. John T. Weart, Chief Engineer of the Trenton (N. J.) Fire Department; Mr. John L. McGinnis, Mr. H. G. Smith, then editor of the *Intelligencer*, (now a farmer in Tennessee,) and Prof. John Hart. The scenes and incidents of the occasion are still fresh in the minds of the participants living to-day.

Many of the visiting firemen paid their respects to ex-President Buchanan, at Wheatland, and were cordially received



and hospitably entertained by that distinguished statesman. One of the Philadelphia bands, which accompanied the Hibernia, having played the "Star Spangled Banner," led to a relation of the circumstances attending

#### THE PRODUCTION OF OUR NATIONAL ANTHEM.

Mr. Buchanan said 'Frank Key, the author, whom he knew well, told him the story in the most impressive manner. Key had been sent to the English fleet, then in Chesapeake Bay, to make arrangements in regard to the exchange of prisoners. While he was still on board the British Admiral's ship, the bombardment of Fort McHenry began. Key was put into a perfectly safe position in the hold of the vessel, and compelled to remain during the engagement. With the hostile cannon thundering their missiles against his countrymen from the deck above his head, he passed a night of the most painful anxiety. With the dawn the engagement ceased. Key was permitted to go on deck, and as he saw the Stars and Stripes through the gray mist of the breaking morning, still floating proudly on the walls of the old fort, under the glorious inspiration of the moment the thrilling words of our National air thronged through his mind almost precisely as they are now sung by many millions of American citizens.

The recital of this incident, told as it was in the ex-President's inimitable style, was received with prolonged cheering, which made the beautiful grove in front of the mansion echo and re-echo with the loud acclaim.

#### TRIBUTE OF RESPECT TO THE MEMORY OF DAVID M. LYLE.

David M Lyle, one of the noblest, bravest, most courageous firemen that ever lived, died in Philadelphia, in the early part of November, 1867. At the time of his death, and for several years previously, he held the position of Chief Engineer of the old Philadelphia Volunteer Fire Department. David M. Lyle had never any thought than that of doing

good. No danger was too great for him to meet, no difficulty too insurmountable for him to overcome, no sacrifice that he was not ready to make at any time for the benefit of his fellow-citizens. He was the beau ideal of a fireman. True-hearted, generous, disinterested, unselfish, he died, as he had lived, without an enemy in the world. Between the lamented deceased and the Union members there existed the closest bond of sympathy and friendship, and during his frequent visits to Lancaster (the last of which was at the great parade in the preceding October), he was always their honored guest. The following minute in reference to his death is recorded at a special meeting of the Company, held November 7, 1867, Mr. John B. Markley in the chair:

"The chair having stated the object of the meeting, the following resolutions were offered and unanimously adopted:

"In view of the recent death of David M. Lyle, late Chief Engineer of the Fire Department of Philadelphia, be it

*"Resolved*, That the Union S. F. E. and F. H. Co. No. 1, of the City of Lancaster, while aware of the honorable record of the deceased as a fireman, and as the Chief of the Fire Department of the city of his residence, cherish a most lively recollection of their intercourse with him as the chosen representative of Philadelphia firemen, on repeated visits to Lancaster.

*"Resolved*, That this Company desire to join with their brethren of Philadelphia in the expression of their appreciation of those qualities in the deceased which made him as a fireman and an officer to be prized by the community, and socially a pleasure to all his acquaintances.

*"Resolved*, That a copy of these resolutions be transmitted to the Fire Department of Philadelphia, to the Fairmount Fire Company, and to the Hibernia Fire Company, No. 1, of Philadelphia, and that out of respect to the memory of the deceased, the colors of the Company be draped in mourning on the day of the funeral."

## THE ENGINE TO BE RE-BUILT.

At a special meeting, held on the 9th of January, 1868, the President stated that it had been called to take action on re-building the engine. After considerable discussion, the following resolution, offered by Mr. Stuart A. Wylie, was adopted:

*“Resolved*, That the Board of Engineers, with the President of the Company as chairman, be a committee to have the steamer re-built, with the boiler altered to Button's latest improved pattern, the jacket to be of the best Russia iron, spinings to be of German silver, fly wheels of Prince's metal, new headlight of latest style, and all the iron work to be polished. The engine not to leave the house until April 1st, and the cost of all the improvements not to exceed the sum of \$1,250; and in case the committee deem it for the best interests of the Company to alter or modify any of the above specifications of improvements in the engine, without increasing the above specified expense, they shall have the power, without any further authority from the Company.”

The following resolution was also adopted:

*“Resolved*, That the committee on alterations of engine be directed to secure a written guarantee from Mr. Button that when the engine is returned completed to the house, upon trial, it will throw a stream of water (solid) at least 260 feet, raise steam in four minutes, and sustain a constant pressure of 160 pounds when the engine is under ordinary work.”

The engine, as then re-built, is the one now in service. On its return from the Messrs. Button's works, in June of that year, it was received and housed by the Hibernia Engine Company, No. 1, of Philadelphia, until a committee from the Union arrived in that city. The committee were banqueted by the Hibernia, and driven in open barouches through Fairmount Park by the members of U. S. Hose Company, No. 14. The engine was exhibited in the Park before the Chief Engineer and others of the Philadelphia Fire Department, and





HENRY E. SLAYMAKER,  
PRESIDENT FROM 1856 TO 1879.



they were astonished at the manner in which it took water through twenty feet of suction hose, with a dry pump, from the Schuylkill.

When it was brought to Lancaster, on the following day, a committee were present from the Vigilant Engine Company of York, headed by Mr. J. Carl, now Chief Burgess of that borough, and the engine was tested. It was taken to Graeff's Landing, on the Conestoga, and played a distance of 262 feet with an inch and an eighth nozzle through one hundred feet of hose. The York committee were so much pleased with the engine's work, that they immediately ordered a steamer of the same class from Mr. Button, which has rendered most effective service.

Shortly after it was tested at the Trinity Lutheran Church, and threw an inch and an eighth stream twenty feet over the spire, equal to 216 feet.

#### HELPING TO DECORATE THE SOLDIERS' GRAVES.

The Company accepted an invitation from Post No. 84, G. A. R., and participated in the first decoration of the graves of the Union soldiers and sailors, on the 30th of May, 1868.

#### DEATH OF EX-PRESIDENT BUCHANAN.

Hon. James Buchanan, fifteenth President of the United States, and one of the oldest, most honored, and most illustrious members of the Union, died at Wheatland on the 1st of June, 1868. He was born near the village of Mercersburg, Franklin county, on the 23d of April, 1791, graduated at Dickinson College, Carlisle, in 1809, when but eighteen years old, removed to Lancaster the same year, entered and read law in the office of James Hopkins, Esq., then the leading lawyer at the Lancaster Bar (also a member of the Union), was admitted to practice in November, 1812, when but little over twenty-one years of age, and speedily rose to the head of the legal profession in Pennsylvania. He was success-



ively a member of the State Legislature, member of Congress, Minister to Russia, U. S. Senator, Secretary of State under Mr. Polk's administration, Minister to England, and President of the United States.

A meeting of the Company was convened on the 2d of June, when President Slaymaker stated that it had been called "to take some appropriate action upon the death of our late distinguished member, ex-President James Buchanan, whose death had just been announced, and who had been one of the most active members of the Company from the year 1813 to 1839, and since that time had headed the list of Honorary and Contributing Members."

A motion was made by Mr. John B. Markley, that a committee be appointed to draft resolutions expressive of the sentiments of the Company, which was agreed to, and Messrs. John B. Markley, Stuart A. Wylie, and Benjamin F. Baer were selected, who reported the following preamble and resolutions, which were adopted by a unanimous vote, and directed to be entered upon the records:

"WHEREAS, The Union Steam Fire Engine and Forcing Hose Company, No. 1, has learned of the death of Hon. James Buchanan, late President of the United States, and for more than fifty years a member of this Company; therefore, be it

"*Resolved*, That the Company, while deeply regretting the loss of one who, in his early days, was one of its most active members, and for more than thirty years headed the retired list as its most distinguished ornament, yet bow in humble submission to the will of 'Him who doeth all things well.'

"*Resolved*, That this Company takes pride in having had in its ranks one who enjoyed to the greatest extent the confidence of his fellow-citizens, and that of the various eminent positions held at their hands and of his government, as well as his exemplary character and generous impulses as a citizen, entitle his memory to our highest respect and regard.

*“Resolved,* That the Company in a body attend his funeral ; that the engine house, on the day of the funeral, be draped in mourning, and that the flags of the Company be placed at half-mast.

*“Resolved,* That a copy of these resolutions be transmitted by the Secretary to the representatives of the family.

“Messrs. S. R. Everts, Joseph C. Biggs, and Jacob May were appointed to drape the engine house in mourning.”

The funeral was an immense and imposing demonstration. All the public buildings and places of business in the city were closed, and the funeral was attended by the Mayor, City Councils and other city officers, the Judges of the Court and members of the Bar, all the civic associations and fire companies (the Union being marshaled on the occasion by Mr. John B. Markley), Mayor Hoffman and the Common Council of the city of New York, and a large number of distinguished citizens from all parts of the country. The funeral sermon was preached by Rev. John W. Nevin, D. D., between whom and the deceased there had existed a lifelong friendship, and the remains were interred in the beautiful Woodward Hill Cemetery, on the banks of the Conestoga. Over his grave a large monument of pure white Italian marble was subsequently placed.

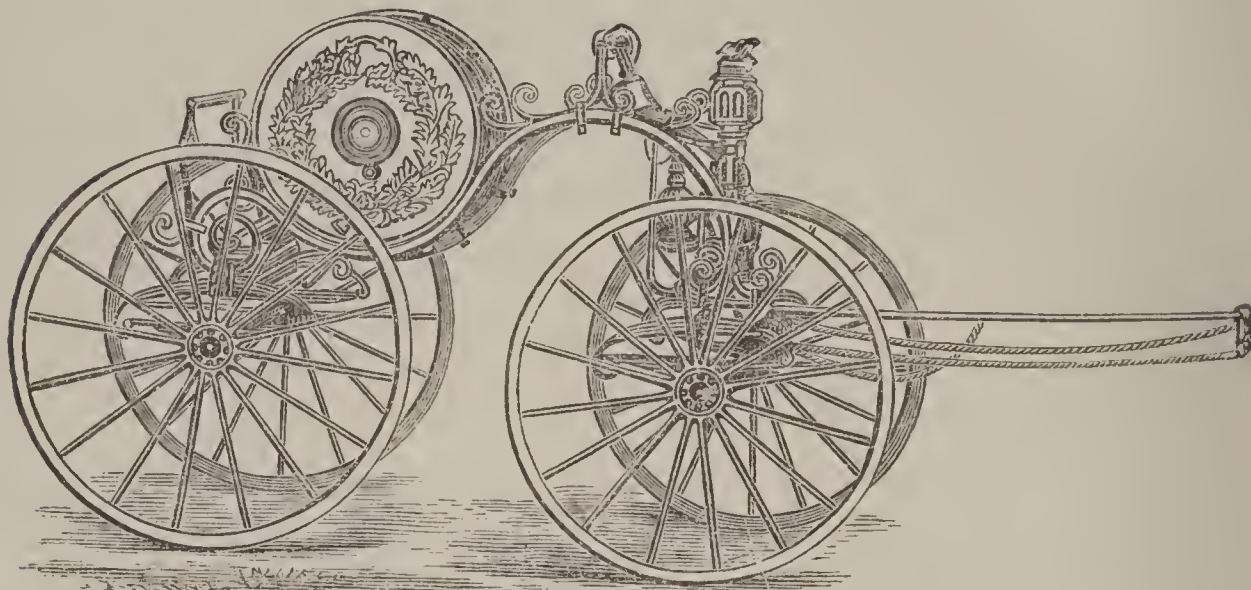
#### PRESENTATION TO CAPT. BAER.

On the 3d of March, 1870, a handsome ebony gold-headed cane, appropriately inscribed, was presented to Capt. B. F. Baer, one of the Vice-Presidents of the Company. The ceremony took place at the engine house, the cane being presented by Messrs. Joseph C. Biggs and George W. Kendrick, and was received by Capt. Baer in a neat and happy speech.

#### ANOTHER HOSE CARRIAGE PURCHASED.

On the 4th of August, of the same year, it was decided by the Company to purchase a Button Hose Carriage. It was finished and received on the 4th of November following, a

parade of the Friendship, Humane and Empire Hook and Ladder Companies taking place, the latter company acting as an escort to the Union. Mr. John Copland was the Marshal.



#### A CANE TO MR. STUART A. WYLIE.

A ball was given by the Company, at Fulton Hall, on Wednesday evening, November 1, 1871. During the evening, a gold-headed cane of ebony wood was presented to Vice-President Stuart A. Wylie. Mr. George W. Kendrick made the presentation speech, which was appropriately responded to by Mr. Wylie.

#### NEW YEAR'S GIFT TO THE COMPANY.

On the 4th of January, 1872, President Slaymaker and Vice-Presidents Baer and Wylie presented a New Year's gift to the Company, in the shape of two handsome nickel fire horns.

#### AN ANNUAL APPROPRIATION FROM THE COUNTY COMMISSIONERS.

At this meeting, the Company took the initiative in requesting the County Commissioners to make an annual appropriation to the Fire Department. The matter was placed in the hands of Capt. B. F. Baer, and a convention of the Fire Department was called, which resulted in the appointment of



a committee to wait upon the Commissioners, and ask for an appropriation. The Commissioners subsequently resolved to make an annual appropriation of \$60 to each of the steam engine companies.

#### CARBOLIZED-COMBINATION HOSE PURCHASED.

On the 6th of June, in this year, the Committee on New Hose reported "that they had purchased five hundred and fifty feet of Carbolized-Combination Hose, and congratulate the Company upon its being now ready 'to lend its aid in time of need,' having six hundred feet of the best line of hose ever run in this city, and, further, that we are again ahead in the department with improvements."

#### DEATH OF MR. STUART A. WYLIE.

On the 12th of June, 1872, Mr. Stuart A. Wylie, for several years one of the Vice-Presidents of the Company, died after a short illness, at the age of thirty-three years. Mr. Wylie, young as he was, had already made his mark. He was no ordinary man. After graduating from the High School, and while yet a boy, he became a reporter upon the old *Inland Daily*, then published by the venerable Theophilus Fenn, now a resident of Maryville, Dauphin county, and his quick perception, great energy, and perseverance, soon made him invaluable to that establishment. Here it was that he obtained his rudimental knowledge of the typographical art, which subsequently placed him at the head of one of the largest printing and publishing houses in Pennsylvania, the *Lancaster Inquirer*, of which he was the founder. He was impulsive in his feelings, but, like all such men, genial and warm-hearted in disposition. He had ability as an editor, but it was in the practical details and management of a printing office that he excelled. His talent for organizing and originating shone conspicuously, hence the extended reputation he made for his establishment, which it retains to this

day. If it were appropriate, many pleasant reminiscences of the deceased might be called up. It seems but yesterday that the members of the Union were wont to see the bright eye, receive the pleasant smile, and meet with the warm greeting of Stuart A. Wylie. But he is gone. In the flush of early manhood he was summoned to exchange the scenes of time for those of eternity, and his spirit is now an inhabitant of the unseen world.

A special meeting of the Company was called on the evening of the next day, which President Slaymaker stated "to be for the purpose of taking some fitting action in regard to the death of Vice-President Stuart A. Wylie, which event occurred yesterday, after a short illness, and feelingly and briefly expressed the regret of the Company thereat, and directed the attention of the members to the efficiency and service rendered by Mr. Wylie, both as an officer and member."

Remarks of an eulogistic nature were made by Capt. B. F. Baer, and Messrs. George W. Kendrick, James F. Downey and James R. Patterson. Messrs. B. F. Baer, John B. Markley, Edwin E. Snyder, John A. Shober, and James F. Downey were appointed a committee on resolutions. They reported the following, which were unanimously adopted:

"In view of the death of Stuart A. Wylie, long a member and one of the Vice-Presidents of the Union Steam Fire Engine and Forcing Hose Co., No. 1, of the City of Lancaster, be it

"*Resolved*, That the Company desire to express their grief at the loss of an associate who, as a fireman, was always active and efficient; as a member and an officer, was always devoted to the Company, and one whose social qualities had linked him to the hearts of all his comrades.

"*Resolved*, That, in respect to the memory of our deceased Vice-President, the chair usually filled by him in the Company shall be kept vacant, and draped in mourning until the next annual election.

*“Resolved,* That the Company will in a body attend the funeral of their deceased Vice-President.

*“Resolved,* That the apparatus and meeting-room of the Company be draped in mourning for the period of thirty days.

*“Resolved,* That a copy of these resolutions be transmitted by the Secretary to the widow of our deceased friend.”

A motion was also adopted to procure from Mr. Wylie's family a portrait of him, and have a photographic copy taken therefrom, to be hung in the hall.

THE UNION “LENDS ITS AID IN TIME OF NEED” TO THE  
PEOPLE OF LITIZ.

On the 31st of July, 1873, the village of Litiz was visited by a fire, which at one time during its progress threatened to be very disastrous. The Litiz Springs Hotel, a large four-storied frame building (originally the old “Wabank House”), was entirely destroyed. It was a famous summer resort for people from Lancaster and other cities. Telegrams were sent to this city for help, and Maj. Charles M. Howell, then Chief Engineer of the Fire Department, detailed the Union and Washington Companies. Both promptly responded, and materially assisted in saving the village from destruction.

At this fire, the Union steamer, for the first time, refused to take water. This was owing to the fact that one of the valves of the pump had been lost the day previous at the pumping out of Franke's beer vault, it having passed out of the open butt of the hose, and which was not discovered until after the Litiz fire. Col. Thurlow found the steamer was not doing its work as it usually did, and had he been present would not have permitted it to be taken to Litiz. Both the Friendship and Sun steamers had worked ineffectually for three days to pump out Mr. Franke's vault, a depth of thirty-two feet perpendicularly, but the lift was too great for their capacity. There has been no engine built which can lift water with a dry pump to equal the Button, a fact which is now admitted by



most engine builders. At the Litiz fire, the Union members, equal to every emergency, attached a section of hose to the Washington steamer, and also to No. 2 outlet of their own engine, and with this priming their steamer immediately took water, and played a heavy continuous stream for several hours through nearly one thousand feet of hose. The following morning the air chamber and pump were taken off, and the cause of the refusal of the steamer to take water discovered. At the repairing of the steamer on this occasion, Col. Thurlow lost a portion of the index finger of his right hand.

#### THE PEOPLE OF LITIZ RETURN THANKS.

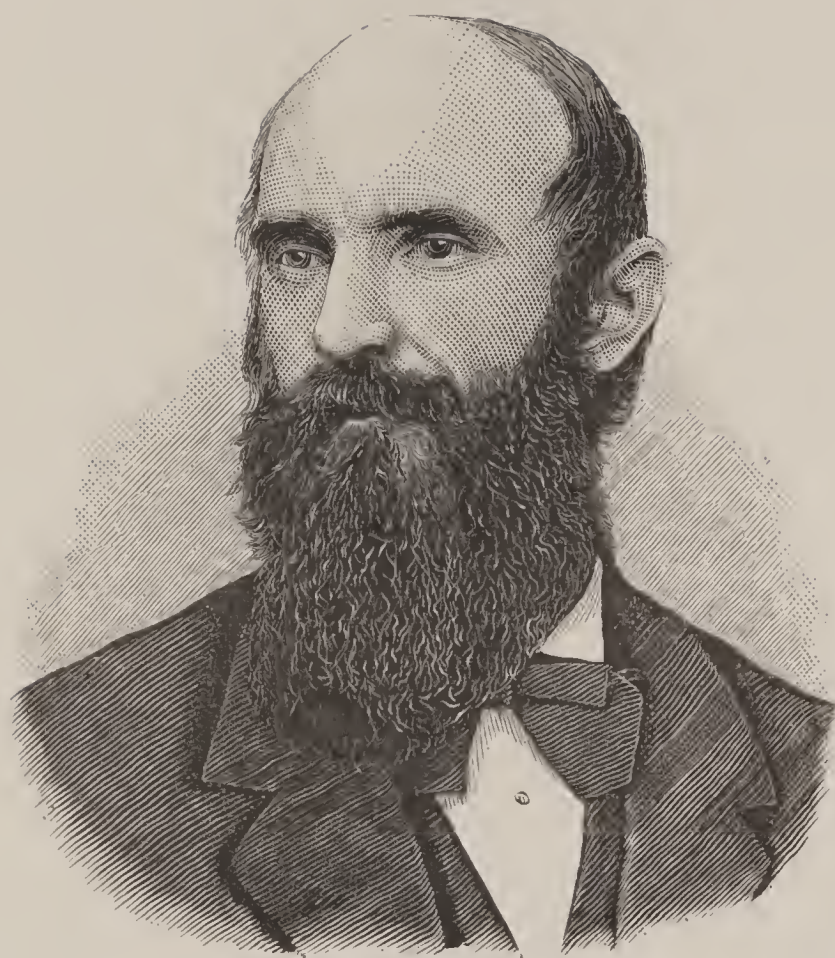
On the 2d of August following, the citizens of Litiz assembled in town meeting, to make a suitable acknowledgment of their indebtedness to these companies. Mr. R. R. Tshudy presided, and Mr. N. S. Wolle officiated as Secretary. Messrs. F. W. Christ, I. F. Bomberger, J. R. Bricker, O. T. Huebener, and N. S. Wolle, the committee on resolutions, reported the following, which were unanimously adopted:

“WHEREAS, The town of Litiz was, on the 31st ult., threatened with a fearful and widespread calamity by the fire which originated in the large frame structure of the Litiz Springs Hotel, giving just cause for the fears entertained that the men and means at command were not adequate to arrest the progress of the destroyer;

“AND WHEREAS, The threatening aspect of affairs rendered speedy and effective help the more valuable, while more distant aid was not the less desirable, and therefore early asked for; therefore be it

“*Resolved*, That our heartfelt thanks are due and hereby tendered by the citizens of Litiz to those neighbors who hastened to our assistance, and rendered such invaluable aid in confining the destroying element to the building in which it originated.

“*Resolved*, That the promptness and cheerfulness with which



THOMAS THURLOW,  
HONORARY CHIEF ENGINEER.





the authorities of the Fire Department of the City of Lancaster responded to an appeal for help, and dispatched the Union and Washington Steam Fire Engines, with a working force accompanying each, also calls for our sincere thanks to all parties who hastened to bring us relief.

*“Resolved,* That to the authorities controlling the Reading and Columbia Railroad no small share of thanks is due for the dispatch with which the aid sought from Lancaster was forwarded hither, as also for the help which was proffered us from Reading, at the other end of the road.”

The resolutions were subsequently handsomely engrossed on parchment, framed, and sent to the Union, and now hang upon the walls of the meeting-room.

COL. THOMAS THURLOW MADE HONORARY CHIEF ENGINEER.

At this point there appears a pleasing record upon the pages of the Company's history—the creation of the office of Honorary Chief Engineer, and conferring the position upon Col. Thomas Thurlow. No one can know Col. Thurlow without having respect for him. A man of few words, but prompt and determined in the execution of duty, he has always been one of the foremost members of the Union. Intelligent, possessing superior mechanical skill and excellent judgment, cool and calm in the midst of danger, his services to the Company have been invaluable. For twenty years he had been its honored and efficient Chief Engineer, but on the 4th of December, 1873, declined to be a candidate for re-election, whereupon the following resolution was unanimously adopted, directed to be engrossed on a card, and presented to Col. Thurlow:

*“Resolved,* That in consideration of the long-continued and inestimable services of Col. Thomas Thurlow, as Chief Engineer of ‘The Union Steam Fire Engine and Forcing Hose Company, No. 1,’ and in view of his having declined a re-election, the Company tender him their most earnest thanks for

his past services, and that he be declared *Honorary Chief Engineer of the Company*, to bear that title during his life or connection with the Company."

#### PRESENTATION OF A SILVER WATER SERVICE TO COL. THURLOW.

At the meeting for the election of officers on the 1st of January, 1874, the usual routine of business was made particularly pleasant by an incident "not down in the bills." President Slaymaker, on behalf of the Company, presented Col. Thurlow a handsome silver water service, and also the testimonial of the thanks of the Company neatly engrossed on a card. He referred "briefly to the inestimable services of the Colonel to the Company, stating that it was due to him more than to any other member that the Company was enabled to purchase its steam fire engine, the first and best in the Fire Department of Lancaster."

No one could have been more completely surprised than was Col. Thurlow himself. He had not even an inkling of what the Company intended doing, but modestly, briefly, and feelingly responded in accepting the gifts, remarking that his surprise was so great that it was impossible for him to express his gratitude as fully as he desired. It was a pleasant episode in the life of Col. Thurlow and the history of the Union, which time alone can obliterate.

#### DEDICATION OF THE SOLDIERS' AND SAILORS' MONUMENT—THE COMPANY'S REASONS FOR NOT PARTICIPATING.

On the 4th of July, 1874, the chaste and beautiful Soldiers' and Sailors' Monument, in Centre Square, was dedicated and unveiled with imposing and interesting ceremonies. The Union was invited to participate, but, owing to the position assigned it in the line of parade, could not consistently with its sense of self-respect and oft-repeated claims to being the first in point of seniority in the Fire Department of Lancaster, accept the invitation. The following communication, which

presented the matter in the clearest possible light, was sent to the Chairman of the Monumental Association by the Company:

“LANCASTER, July 2, 1874.

“HON. A. C. REINOEHL, *Chairman*.

“DEAR SIR:—The invitation extended by the Committee of Arrangements of the Lancaster County Monumental Association to the Union Steam Fire Engine and Forcing Hose Company, No. 1, of Lancaster, to participate in the ceremonies of the dedication and unveiling of the Soldiers' and Sailors' Monument of Lancaster County, was duly received and maturely considered.

“Our Company felt, as your Committee seemed to desire, that ‘The Union,’ as the parent of the Union Guards, Co. B, 1st Pennsylvania Reserves, and having contributed to the sacrifices of the war more of life and health than any similar organization in Lancaster county, owed to the memories of dead members and friends a special recognition on the occasion to which you have invited us.

“The action of one of your subordinates has, however, placed us in such a situation that, in order to take part as a Company in the procession ceremonies, we would be driven to a surrender of self-respect which would have been revolting to our dead comrades.

“We therefore decline to accept the position assigned us by the Marshal of the Fourth Division in the proposed parade on the 4th inst.

“Respectfully yours,

“H. E. SLAYMAKER, President.

“GEO. W. KENDRICK, Secretary.”

#### EXCURSION TO YORK.

On the 17th of August, 1874, the Company made an excursion to York, accompanied by the City Cornet Band, with Mr. Edwin E. Snyder as Marshal, and Messrs. Joseph C. Biggs and Henry Nolan as Assistants. A cordial and enthusiastic



reception was given them by the Fire Department of that borough, and they were handsomely entertained by the Laurel Fire Company, whose guests they were. They returned to Lancaster in the evening of the next day, and were escorted to their engine house by the Empire Hook and Ladder Company.

#### DEATH OF CAPT. BENJAMIN F. BAER.

Capt. Benjamin F. Baer was the youngest son of the late John Baer, who was for many years an active member of the Union, and head of the *Volksfreund* printing establishment and book store. Capt. Baer received his education at Yale College from which noted and venerable institution he graduated with honor. He then entered the law office of Nathaniel Ellmaker, Esq., as a student, and, before being admitted to practice his profession, passed a severe but highly creditable examination. He had, to use a trite expression, "an old head on young shoulders." His advice was always sound and judicious, and he was abundantly supplied with that inestimable virtue—good common sense. This made him even a better counselor than advocate, although he was fluent in speech, spoke to the point, and always well. For the pettifoggery of the law he had the utmost abhorrence. He was companionable, warm-hearted, and generous to a fault, and no one among the younger members of the bar had more ardent or attached friends. The Captain served faithfully and gallantly during part of the Rebellion. Of his worth, usefulness, and services to the Company, which were briefly but appropriately referred to by President Slaymaker on the occasion of his death, the records of the organization are full. No wonder that the memory of such a man is held in reverence by those of his fellow-members and companions who survive.

At the time of his death, on the 19th of January, 1875, Capt. Baer was, and had been for several years previously, one of the Vice-Presidents of the Company. A special meeting was called, and President Slaymaker, in announcing his de-

cease, "briefly and feelingly referred to his worth, usefulness and services to the Company, both as an officer and member—in the former capacity seldom absent from his post, and in the latter always encouraging his comrades to do their duty."

Messrs. George W. Kendrick, Edwin E. Snyder, and John B. Markley were appointed a committee to draft resolutions expressive of the sense of the Company. They reported the following, which were unanimously adopted:

"WHEREAS, It has pleased an all-wise Providence to remove from our numbers our late fellow-member and First Vice-President, B. F. Baer, Esq., whose active connection with our Company, and hearty participation with us on every occasion when called upon, will be remembered with gratitude by every member of the Company; therefore, be it

"*Resolved*, That the Company hereby express their sorrow, and deeply feel the loss of one who, as a member and officer, was always faithful, efficient, and devoted to the interests and welfare of the Company, and one who, from the many genial and social qualities which he possessed, had endeared himself in the esteem of his fellow-members.

"*Resolved*, That the Company sympathize with the family and friends of our late Vice-President in their bereavement, and, in token of our regret for his loss to us, the apparatus and hall of the Company be draped in mourning for thirty days, and a copy of these resolutions be entered upon the records of the Company, as well as engrossed and tendered to his relatives.

"*Resolved*, That, as an additional mark of esteem for his memory, the Company attend in a body the funeral obsequies of our deceased Vice-President."

At a subsequent meeting of the Company, held on the 22d of January, a beautiful and eloquent tribute to the memory of the deceased was read by Mr. George W. Kendrick, and ordered to be entered upon the records.

## DISTRIBUTION OF BREAD TO THE POOR.

On the 19th of January, 1875, Messrs. G. Edw. Hegener, George B. Keller, and E. E. Snyder, were appointed a committee to solicit contributions to purchase five hundred loaves of bread for distribution among the poor. The money was raised in the Company, the bread purchased, and it was then presented to the Howard Association to be disposed of. This is only one of the many instances of the generosity and benevolence of the members of the Union.

## THE AMERICAN CENTENNIAL.

The centennial of the anniversary of American Independence, and the existence of the United States as one of the first nations of the earth, was commemorated in an informal way by the members of the Union. On the 4th of July, 1876, a flag and flag-staff were displayed from the top of the engine house. The Company, however, did not participate in the Centennial anniversary by the city on that day, for reasons similar to those given for refusing to take part in the dedication ceremonies of the Soldiers' Monument, in Centre Square, on the 4th of July, 1874.

## COMMEMORATION OF THE 116TH ANNIVERSARY.

The one hundred and sixteenth anniversary of the Company was commemorated on the 14th of August, 1876, by a fine street parade in the evening. Mr. Edwin E. Snyder acted as Marshal, and Mr. J. R. Waters was his Assistant. A banquet was given after the parade at the hall of the Lancaster Mænnerchor, at which (quoting from the minutes of the Secretary, Mr. George W. Kendrick), "addresses of congratulation were made by the President, H. E. Slaymaker, Esq.; Geo. K. Reed, Esq., who had been the Company's Secretary and Treasurer for eighteen years, during the period liquidating our indebtedness; Mr. E. E. Snyder, Vice-President; Maj. R. W. Shenk, and Mr. John A. Shober. Songs were sung by Mr. D. L.

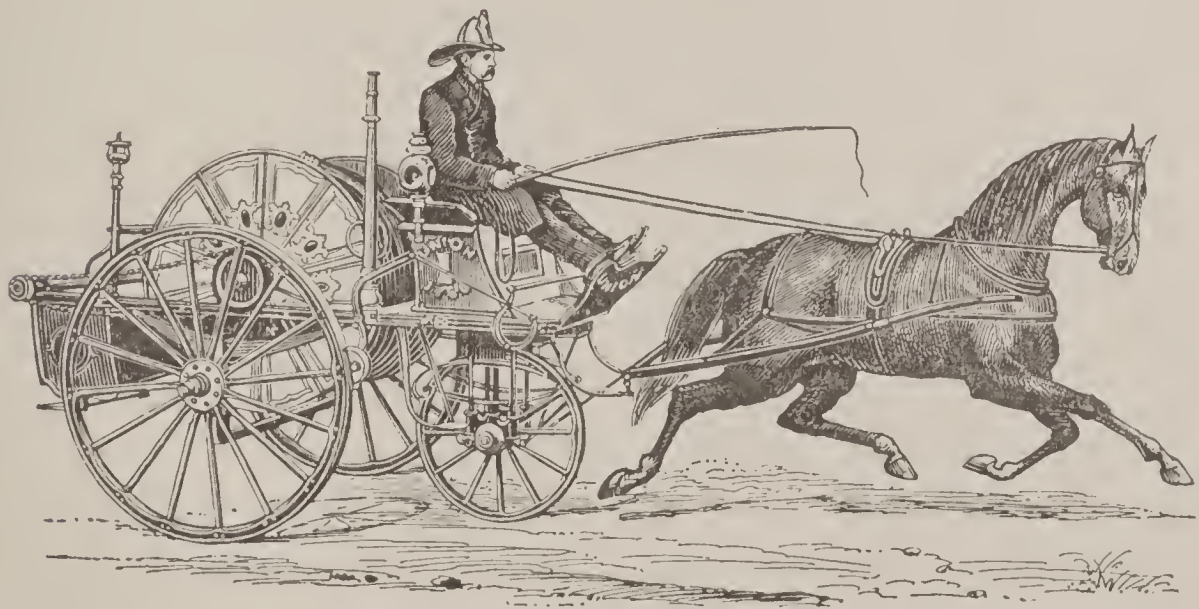


Rotharmel and others, and sentiments, too, were numerous. An incident of the evening was the reply to this query: 'Why does the Union parade alone, and not with the Fire Department?' 'The Union recognizes no Fire Department, but knowing that she holds a good hand, is able to play it alone!'

"The night was spent, and the 'we sma' hours' of morn were encroached upon, in the enjoyment of this friendly reunion and general indulgence of conviviality. A merry time was had, and so long as any participant therein survives, will the celebration of the 116th anniversary of the Union Steam Fire Engine and Forcing Hose Company, No. 1, prove a scene of most delightful and happy remembrance."

#### CONSTITUTION AND BY-LAWS AGAIN REVISED.

On the 12th of April, 1877, Messrs. John A. Overdeer, William H. Thackara, G. Edw. Hegener, William H. Clepper and George Shenk, a committee to revise the Constitution and By-Laws, made their report, and at the next meeting, on the 3th of May, it was adopted.



#### INTRODUCTION OF A HOSE CART.

The latest innovation was the introduction of a hose cart, it having been decided to dispense with the hose carriage. A pretty and serviceable hose cart was purchased in Philadel-

phia in August, 1878, which is now in use, and is drawn by a horse. The hose carriage has since been sold to the corporation of the city of Gloucester, New Jersey.

#### AID FOR THE YELLOW FEVER SUFFERERS.

At a meeting on the 30th of August, 1878, President Slaymaker "stated that he had a matter to bring to the attention of the Company. He said that as a number of societies were giving aid to the sufferers from yellow fever in the South, he thought that it would be well for the Union to take the lead of the fire companies in this, as in everything else." The members contributed liberally, and the money was placed in the hands of Mayor MacGonigle for proper distribution.

#### PRESENTATION OF A SILVER TEA SET TO PRESIDENT SLAY- MAKER ON HIS FIFTIETH BIRTHDAY.

Capt. Henry E. Slaymaker has been for twenty-three consecutive years President of the Union Fire Company, a longer period than filled by any other gentleman except his revered grandfather, the late Adam Reigart, who occupied the position for thirty-one years, from 1813 to 1844. It would be superfluous to speak a word in praise of such a man as Capt. Slaymaker. His long connection with the Company; the work, in and out of season, he has performed in its service; his Presidency of the organization for nearly a quarter of a century; his influential career as a business man, prominence as a citizen, and the responsible positions he has filled with credit to himself and the best interests of the community in which he was reared and has resided nearly all his life, are sufficient evidence of his character, activity, and enterprise. Long may he continue to adorn the position which he has so ably, impartially, and acceptably filled.

Unknown to Capt. Slaymaker, the members of the Company held a meeting on the 13th of October, 1878, to take action on the selection of a suitable testimonial to the President on



E. E. SNYDER,  
VICE-PRESIDENT FROM 1873 TO 1879.





the anniversary of his fiftieth birthday, October 26, 1878. On motion of Mr. William H. Thackara, Mr. J. L. Lyte was called to the chair, and Mr. G. Byron Cummings was chosen Secretary. After remarks by several members, Col. Thurlow moved that a committee of five, Mr. Lyte as chairman, be appointed to purchase a silver tea set, and make the necessary arrangements for its presentation to the President. The motion was adopted, and the committee consisted of Messrs. J. L. Lyte, Thomas Thurlow, William H. Thackara, Frank Spicer, and G. Byron Cummings. What follows is mainly taken from a notice of this interesting affair, which appeared in the *Daily Examiner and Express* of October 28.

On Saturday evening, October 26, the members met promptly at the engine house, and after reading a letter from Mr. George W. Kendrick, ex-Secretary, regretting his inability to be present, and selecting Mr. Edwin E. Snyder as Marshal, accompanied by the City Cornet Band, marched to the residence of the President, corner of Duke and Chestnut streets. After a serenade by the band, one of the older members preceded the others into the house, and while the band was performing another air, he left the parlor in company with Miss Slaymaker, and the tea set was handed in at one of the windows in the rear of the house, and arranged on the dining-room table. Each piece of the set was decorated with a small bow of green ribbon, the Union's color, and it presented a pretty appearance. After music by the band, the members marched into the house, where they were met and welcomed by Capt. Slaymaker, they congratulating him on the half hundred years he numbered.

Proceeding to the dining-room, the members arranged themselves around the table, and President Slaymaker was escorted into their midst. Mr. Lyte, addressed him as follows:

"You have been a member of the Union Fire Company for a long time, and for many years have been its honored President. It is not necessary for me to state that the members

appreciate your services, as your continued re-election to the highest office in the gift of the Company shows that for itself. But the members desired to show their respect in some more substantial manner than your re-election to the office of President, and have selected this time, your fiftieth birthday, to do it. Allow me, then, as a testimonial of our appreciation of your long and continued interest in the welfare of the Union, to present you with this tea set."

Capt. Slaymaker was taken so much by surprise, that it was with difficulty he restrained his emotions. Briefly, but feelingly, he expressed his thanks for the testimonial and the visit of his fellow-members, and then invited all to partake of his hospitality.

The Company subsequently proceeded to the parlor, and Miss Sue Slaymaker, the youngest daughter of the President, favored them by performing several selections upon the piano. Mr. Weber, a member of the band, executed a cornet solo, and Mr. D. L. Rotharmel sang "Our President" and "The Green Cart," two songs composed for the occasion. The members then bade Capt. Slaymaker and his family good night, and marched back to the engine house. So well did they enjoy the occasion, that some of them were discussing what they should present to their President when he got to be one hundred years old. Upon arriving at the engine house, three cheers were given for the President and the Union, and the members then separated. Among those in attendance were Messrs. Charles A. Heinitsh and George K. Reed, the only members present who belonged to the Union when Capt. Slaymaker became a member of the organization.

The tea set is expensively and handsomely gotten up. On each of the pieces is an old English S, and upon the urn is the following inscription: "H. E. Slaymaker, Esq., President Union S. F. E. and F. H. Co., No. 1, Lancaster, Pa. From the Members on his Fiftieth Birthday."



## THE FIRES OF 1878.

In the report of the Company's Board of Engineers and Hose Directors, made at the annual meeting on the 9th of January, 1879, it is stated that the number of fires during 1878 was 41; total loss, \$26,175; insurance, \$67,675. The hose was in service ten times, the engine ten hours. The engine was run to fires twenty-seven times since March 1, at a cost of \$81 for horse hire. The hose cart was run twelve times, at a cost of \$18; total cost of horse hire, \$99.

## FIRES SINCE 1867.

Unfortunately no record was made of the fires in the borough and city during the early history of the Company, and but very little said of the work done by the first engine, the gallery engine, the suction engine, or even the steam engine. The record of these fires, as full as it could be obtained, has been gleaned from other sources. Since February, 1867, a record has been kept by the Board of Engineers of the Company, the first minutes of which were made by the late James R. Patterson, Esq., Secretary of the Board. From this record has been gathered the following statistics: Number of fires and alarms from February, 1867, to February, 1879, 146; number of times the engine and hose carriage were in service, 125; number of hours actually engaged, 161; total loss, \$377,622; amount of insurance, \$187,720; accidents to members, 3.

## FIRES IN THE OLDEN TIME.

The first great fire of which tradition gives any account was that of the first Court House, which stood in Centre Square, upon the site of the second building, noticed elsewhere. It was a small brick structure, surmounted by a spire, containing a clock having two faces, one facing north and the other south. There was a brick floor in the court room. The following letter describing the fire, which occurred in the begin-

ning of June, 1784, was written by John Hubley, Esq., then Prothonotary of Lancaster county, and one of the earliest active members of the Union:

“LANCASTER, June 11th, 1784.

“HONORED SIR: It is likely before now you have heard that the Court House in this place has been entirely consumed by fire. I received this disagreeable account on my way to Lancaster from your city, and from anything that I can collect here, I find that all is guess-work how this affair happened.

“The house underwent some repairs this summer, and the plasterers were at work; a quantity of lime was put up in the inside for that purpose, to secure it from the weather. Some suppose the lime set it on fire—others suppose that a clock-maker, who was conducting the weights of the clock in a different channel from that formerly run in, used some fire and was negligent—and many conjecture that it was wickedly set fire to by some unknown villain; so that the affair remains as yet in the dark. Happily it is for this place that the mischief has ended with the loss of the Court House only, as a strong southwest wind was blowing and carried the fire in great quantities over a great part of the northeast part of the town; and although the Calvinist meeting-house, which stands at a considerable distance from the Court House, and several other buildings, took fire, yet it was happily extinguished without much damage. I thought that this affair might be confusedly reported in the city, therefore I have given you such information as I could collect in the few hours I have arrived here.

“I am, sir, with the utmost respect,

“Your very humble servant,

“JOHN HUBLEY.

“His Excellency, John Dickinson, President of the State of Pennsylvania, Philadelphia.”

It was in this building that the conference took place and a treaty was made between the Governors of Pennsylvania, Maryland, Virginia, and New York, and the representatives of

several Indian tribes. This was in 1744. In 1774-75-76, the citizens met here to resist the encroachments of Great Britain; and on the 4th of July, 1776, while the Declaration of Independence was being signed in Philadelphia, a convention of the Pennsylvania militia was in session, in the old Court House, for the better organization of the military and protection of the colony's interests. During the Revolution, it was the head-quarters of the patriotic citizens of Lancaster, who frequently met to devise ways and means for the furtherance of the cause; and when the Independence of the United States was acknowledged, in 1783, a grand celebration in commemoration of the event was had in this building.

The second fire of note occurred on the night of the 1st of March, 1811, and it was one that has rarely been equaled since, at least in extent. It burned from what is now the Franklin House, in North Queen street, down to Shoer's corner, and through to what is now Market street, sweeping everything away in nearly half a block. The *Lancaster Journal*, of March 8, gives the following account of this destructive fire:

"About midnight on Friday last, March 1, the citizens of this borough were alarmed by the cry of fire. It broke out in the back building of Mr. Philip Klein, on North Queen street, and before the progress of the flames could be stopped, four dwelling houses, a blacksmith shop, a barn and other buildings were burned.

"1. The two-story stone house, at the northwest corner of Orange street and North Queen—the property of Mr. Peter Shindel, with some personal property belonging to his son.

"2. The adjoining two-story brick house and printing office of Mr. William Dickson [the old *Lancaster Intelligencer*], together with many books, a quantity of paper, part of his printing materials and household furniture.

"3. The dwelling house adjoining to Mr. Philip Klein, with a smith shop, some working tools, a barn, a horse and a cow.



"4. The tavern house belonging to Mr. John Hatz, kept by Mr. George Koenig. Mr. Koenig lost his liquors in his cellar, many other articles, and several hundred dollars in cash.

"Mr. Frederick Klein, who had lately commenced business as a victualler, lost two horses, some hogs, and almost everything he possessed.

"Several others suffered by this most distressing calamity. We have not obtained a particular list.

"The sorry condition of some of the engines did no credit to the borough, nor was the spirit and activity of many of the citizens as we have seen it on former occasions. There were too many *commanders*—which at least produced confusion in *obedience*.

"The gentlemen of the Legislature generally exerted themselves with a zeal that did them honor, and justly entitles them to the gratitude of the inhabitants of Lancaster.

"The alarm of fire not having been given until the flames had made considerable progress, shows that there is *something* required from the *police*."

Although published a week after the fire occurred, the *Journal* states that it had "not obtained a particular list of several others who suffered by this most distressing calamity." What kind of *enterprise* would that be considered, in these days of lightning presses, telegraphs, etc.? Think of the wide-awake dailies of Lancaster framing such an excuse for not giving the fullest particulars of a fire, even up to the hour of going to press. What sort of support would they have? Would they not be classed as "Rip Van Winkle" journals, and their readers and patrons be, like angels' visits, "few and far between?" The world moves, and dull, plodding, heavy stage-coach newspapers are, or ought to be, "among the things that were."

A venerable gentleman of Lancaster, who was an eye-witness of this fire, states that the old First Reformed Church, a rough-cast building, in East Orange street, was on fire several

times, and was only saved from destruction by the strenuous efforts of the firemen and citizens. He relates, too, that after the fire, scorched scraps of paper from Mr. Dickson's printing office were found near the village of Strasburg. This shows that a strong current of wind must have been prevailing at the time. Among the most active firemen were Mr. William P. Atlee, father of Dr. John L. Atlee, Sr., and Col. Moser, who had long poles and kept the ranks formed and in order. Col. Moser was particularly strict, even "poling" the lookers-on into the service, and making them help pass the buckets to and fro. The women, also, lent a helping hand, and rendered efficient service.

The third great fire in the history of the city occurred on the 18th of October, 1825. It caught in the livery stable of the late Mr. William C. Hull, at the corner of West King and Water streets, and before the fire could be subdued, half a block of buildings were burned, belonging to Mr. Hull, the late Mr. Jacob Frey, and the late Mr. Jacob Lindley. The old jail was in imminent danger, and the bark-house of the tannery of the late Mr. George H. Krug, the present site of the Stevens House, was several times on fire. The *Lancaster Journal*, of October 21, has a brief account of the fire, in which it says :

"Great and praiseworthy exertions were made by the citizens to arrest the progress of the flames, but unfortunately the scarcity of water very much retarded their efforts. A number of gentlemen of Marietta, Maytown, Columbia, and from other parts of the county, exerted themselves with a zeal which justly entitles them to the gratitude of the inhabitants of Lancaster."

The few yet living who have a remembrance of the Dickson and Frey fires, give due praise and credit to the Union members, who turned out strongly at both with their buckets, bags, baskets, ladders, etc., and worked well and faithfully.

## THE FIRES OF LESS THAN HALF A CENTURY AGO.

The fires in the early part of the last half century were numerous, and some quite destructive. A record of those from 1832 to and including 1838, was found in a diary kept by the late Mr. Jacob Long, in which everything of interest happening in the city from 1829 to 1856, when he died, is noted. This was kindly placed at the writer's disposal by his son, Mr. J. M. Long. From this, and data furnished by Mr. Reuben A. Baer, of the *Volksfreund*, he has been enabled to give some account of the fires which took place between the years mentioned.

In the evening of October 22, 1832, the distillery belonging to the late George King, at the northwest corner of Ann and Orange streets, took fire, and was destroyed with its contents. The hogsheads burst, and the whisky on fire ran down the gutters.

Late in the evening of November 1, 1832, the stage barn belonging to Samuel R. Slaymaker & Co., at the northeast corner of Duke and Chestnut streets, now the site of Blickenderfer's foundry, took fire, and was totally destroyed. In what was called "the hospital" were eleven horses, and these were burned to death. The sound horses were all got out safely. Some of the poor animals with their manes and tails on fire ran down the streets. An old citizen relates that for years before this fire took place, the hostlers were in the habit of placing lighted candles in bundles of straw, or melting a little of the tallow and sticking them on the posts. It is hardly likely that such carelessness or neglect would be permitted now.

On the night of the 14th of January, 1836, what was called the Armstrong or Wentz fire occurred. It was an incendiary's work. It broke out in Nauman's livery stable, at the corner of East Orange and Christian streets. The stable and adjoining dwelling house were destroyed.

At 6 o'clock in the morning of the 23d of January, 1836, a stable belonging to the late James Evans, Esq., caught fire.



This was known as the Hall or Buchanan fire, and the stable was located in the rear of what is now the Lancaster County National Bank. It was a bitter cold morning, the clothes on the firemen were frozen fast, and it was with the greatest difficulty the flames could be got out. As this was another incendiary fire, a meeting of citizens was held in the evening, at which patrols were appointed, and every effort made to properly guard and protect the town.

Lagan's stable, on Vine street, was destroyed by fire on the evening of April 11, 1837, and two horses were burned.

A stable belonging to the late Dr. Peter Bier, in the rear of his lot, on West King street, was burned on Sunday evening, April 16, 1837.

A fire which destroyed Diffenbach's stable, in Trinity alley, near Trinity Lutheran Church, on Sunday afternoon, December 3, 1837, greatly endangered the church, which was saved by the utmost exertions of the firemen. Demuth's snuff manufactory was also in imminent danger. This establishment has been in existence since 1770. It was started by and still remains in the Demuth family.

The stable of the late Miss Catharine Yeates, in the alley in the rear of South Queen street, was burned on the evening of December 27, 1837.

Kuhn's stable, in the rear of West King street, near the present Cross Keys Hotel, was burned on the evening of February 1, 1838.

May 30, 1838, the first large fire after the erection of the water-works took place. It broke out in the evening, in the stable of the late Mrs. Hoff, in the alley in the rear of what is now Hiestand's Cooper House, on West King street, and it with five other stables were burned. These belonged to the late William Cooper, the late Dr. F. A. Muhlenberg, the late George Ford, and the late Dr. Samuel Fahnestock. At this fire, the great value and utility of the water-works were demonstrated, and much valuable property was saved in consequence.

On the night of June 20, 1838, two one-story frame houses, belonging to the late John Martin, father of the present proprietor of the Relay House, on West Walnut street near Prince, were burned. These houses were occupied respectively by a man named John Landis and a Mr. Rook. Mr. Landis and his wife were so much frightened and bewildered, that they forgot their two children, who were asleep up-stairs, and they perished in the flames.

On Sunday, the 19th of March, 1843, the Sunday-school building of St. James' Episcopal Church, on North Duke street, was destroyed by fire. The alarm was given at 4 o'clock in the morning. It originated in an adjoining building, occupied by Mr. George Maurer. The Sunday-school was a two-storied frame structure. The weather was intensely cold, and the firemen were only able to resist the spread of the fire by the most strenuous efforts. Two days before (St. Patrick's day) one of the deepest snows of the winter occurred. On a level the snow was from eighteen inches to two feet deep. In some of the deep cuts on the Columbia and Philadelphia Railroad (then owned by the State, now under the control of the Pennsylvania Railroad Company), it drifted to the depth of twenty feet. The streets were in such a condition that the Union engine had to be hauled to the fire by four horses, belonging to the late Sheriff Ehler, and which were in the stables attached to the old prison.

#### THE FIRES IN LATER YEARS.

Within the past twenty-five years, more especially the last twelve or fifteen years, the most disastrous fires have occurred, and the greatest losses resulted. This can be accounted for from the fact that the buildings are higher, larger, and more compactly built, particularly in the business portions of the town. One thing has been clearly demonstrated—that is, the superiority of suction and steam fire engines (the Union suction and steamer for instance) over the old hand and gallery



J. L. LYTE,  
VICE-PRESIDENT, 1879.





engines, which with the firemen's "bags, buckets, and baskets," would have been of little, if any, account. In these days of machinery for performing all sorts of manual labor, men are not to be had who will stand at the brakes, and even to the inspiring words of "Hi, hi," "Sock her down, laddies," and "Make her touch, boys," do the exhausting work of hours that is accomplished now in a few minutes. A few of these fires are herewith noted, in which the suction and steam engines of the Union played a conspicuous part.

A fire broke out in the foundry of ex-Mayor Keiffer, in West Chestnut street, in the evening of the 17th of February, 1858. The building was almost entirely destroyed, and valuable machinery and patterns rendered worthless, entailing a loss of \$40,000, upon which there was an insurance of only \$13,000. The Union suction engine was mainly instrumental in saving the surrounding buildings. The weather was extremely cold, several of the fire-plugs were frozen shut, and it was necessary to collect the refuse water from the gutters to supply the engine. Col. Thurlow, then chief engineer of the Company, improvised a dam from a heap of manure from Reese's livery stables on Market street, and in this way water was gathered. From this the engine sucked sufficient water to throw two streams. The *Daily Express*, of February 18th, says:

"The Union suction engine gave a striking illustration of its utility in the economy of water. Being stationed in the alley between the machine shops and the warehouse, where a large quantity of waste water was flowing down, it was arrested by a breastwork of manure, and used to supply the engine through the suction hose, an arrangement which worked most satisfactorily."

There was considerable delay on the part of the firemen in getting to work, owing to the meagre supply of water, and the frozen condition of the fire-plugs. The *Express*, of the same date, also says :

“The plug on the corner of West Orange and Market streets was finally opened with boiling water and a chisel, and an additional stream thrown into the Union suction engine, enabling that machine to do effective work.”

At a subsequent fire in the stables in the rear of Hostetter's Black Horse Hotel, North Queen street, the Union suction engine saved Russel's (now Kepler and Slaymaker's) large hardware establishment from destruction.

On the night of June 16, 1866, the engine-room in No. 2 Cotton Mill, South Prince street, was discovered to be on fire. The great value of a steam fire engine over all other kinds was fully shown at this fire. Before this time it was thought to be a piece of wasteful extravagance for the Union to have purchased a steamer, which, as some sneeringly remarked, was “like having a fifth wheel to a wagon.” Considerable damage was done in the engine-room, but the huge mill and valuable machinery were saved, and saved only, by the Union steamer, which played through a stretch of 600 feet of hose. This settled the question in reference to steamers, and all the companies in the city now have steam fire engines except the Empire Hook and Ladder.

Between 2 and 3 o'clock, on the morning of Sunday, January 20, 1867, the *Inquirer* printing office, then located on Christian street, in the rear of Maj. J. Rohrer's liquor store, was discovered to be on fire. It was an intensely cold night, the water froze in the hose, and the most the firemen could do was to save the surrounding property. The *Daily Express*, of the next day, has the following notice of the services rendered by the firemen:

“The American engine was the first on the ground, and rendered good service. The Union steam fire engine also arrived immediately after the alarm was sounded, and kept two streams of water on the fire until it was extinguished. The Friendship steam fire engine [which had only been received on the 1st of January preceding] was on hand, but



one of the pistons breaking, she could not render any service. All the other fire companies were present with their apparatuses, but could give no assistance in extinguishing the fire, on account of the water freezing in their hose."

Mr. Wylie's loss was \$14,000, on which there was an insurance of \$8,000. The office was re-built on the same site, but subsequently ground was purchased on North Queen street near Orange, and the present extensive *Inquirer* establishment was erected thereon.

At 6½ o'clock, in the morning of January 31, 1867, an alarm of fire was given. It was found to be at St. Mary's Catholic Church, West Vine street. The fire caught from one of the heaters, and the floor of the massive and elegant edifice, the fine organ, walls, and altar furniture, were much damaged. The Union steamer was the first to arrive, and had two streams in full play upon the building. The building was saved, but it required an outlay of \$20,000 to repair and restore it to its former condition.

Just after midnight on the 10th of August, 1870, a thunder storm visited Lancaster. For violence and continued vivid flashes of lightning, it has rarely been equaled in this vicinity. The residence of Mrs. Patrick Kelly, at the corner of East Orange and Shippen streets, was struck by lightning. This is one of the oldest and best built houses in the city. Over the front door is still to be seen a sun-dial, which correctly tells the time of day. The roof was set fire to, and much damage done before the flames could be subdued. The outer roof is of slate, which were placed upon a roof of shingles. The fire was communicated to the shingles, and, the ceiling being plastered, it was difficult to reach it with water. The firemen were promptly on the ground, though some delay was occasioned in applying water to the building, the nearest plug affording no supply. The Union took a plug on Shippen between Orange and East King, which the residents of the vicinity advised them not to attach to, because they had not

been able to draw any water from their hydrants for six weeks previously, and the plug was then dry. The American secured the plug at the corner of Orange and Shippen, in front of the residence of Mr. Michael Malone. The Union was the only engine able to obtain water, it making a vacuum in the pipes, and a stream was at once had, sufficient at least to be of service in extinguishing the fire. This is another instance of the superiority of this over other steamers. Several hours were spent in hard work, so stubbornly did the flames resist the efforts of the firemen to reach them. Beside the roof, no part of the building was injured, though some damage was done by the flooding of the house, in consequence of the length of time required to keep streams of water on the roof. The discovery of the fire was made before the flames had made any considerable headway. Mrs. Kelly and her daughter, who were asleep in an upper chamber of the back building, were awakened by a sulphurous smell in their room, when Mrs. Kelly got up and went down-stairs, where she found the doors of the pantry open, and several dishes lying on the floor. She next observed several flower-pots, which had been on the mantel-piece, also lying on the floor. Upon still further examination, fire was seen issuing from near the comb of the roof, on the west side of the house, and an alarm was immediately given. The building was provided with a lightning-rod, erected about thirty years ago, but at the time of the fire it extended only from the top to the middle of the second story, the lower part being entirely gone. An aperture, just above the door bell in the dining-room is still shown as one of the effects of the lightning.

On the night of Friday, November 19, 1870, between 9 and 10 o'clock, the Conestoga Cork Factory, in the alley in the rear of what was then the *Express* building, in South Queen street, caught fire, and the building and its contents were entirely destroyed. The following extracts from the minutes of the Union's Board of Engineers give a graphic description of the fire and the accidents to several firemen :

"By midnight the fire was so far conquered that further danger was not apprehended; but two streams of the Union were kept on all night to prevent the smouldering ruins which frequently burst into flames, from doing further damage, and one stream all the next day, until 5 o'clock.

"In the evening, about 7 o'clock, the flames again burst out in the rear part of the building, but the firemen were quickly on hand and subdued them.

"About an hour after the fire had been under way, on Saturday night, the wall fronting on the alley and the west side wall fell out, the former injuring four firemen. Following are the injured:

"William Leonard, aged 26, member of the American, was cut and bruised severely about the head, neck and shoulders. His right hand and arm were badly scalded by the steam generated by the fire, and which shot out when the wall fell. Wounds severe and painful, but not fatal.

"Jacob Price, aged 20, member of the American, was severely cut, bruised and scalded over the entire body. There is also a severe bruise on left knee, and both bones of right leg broken above the ankle.

"Jeremiah Reitzel, aged 28, member of the Sun, had his skull fractured, right leg fractured between the knee and ankle, and badly burned and scalded on the back.

"Reuben Rohrer, aged about 22, member of the American, a severe concussion of the brain, and somewhat bruised and scalded about the body and limbs."

The *Daily Express*, in complimenting the firemen, thus specially notices the Union:

"The proprietors of the *Express* hereby tender their heartfelt thanks to the entire department for saving their property from the most imminent danger, and heartily condole with the unfortunate firemen who were injured in their self-sacrificing efforts. Our thanks are especially due to the Union Fire Company, under the direction of their President, H. E. Slay-



maker, who, being the nearest company, took charge of the ruins during the night and day following."

A further test of the superiority of the Union over other steamers, was shown at a fire on the evening of the 23d of November, 1870. A large frame stable belonging to Shulmyer & Finger, on Frederick street, between North Queen and Prince, was burned. The water supply being short, and the fire in an elevated part of the city, little water was to be had. The Washington and Friendship arrived on the ground ahead of the Union, owing to a long freight train passing over North Queen street at the time. The former companies got to work, but could not get more than fifteen to twenty pounds water pressure. The Union took a plug below, and, as soon as the steamer started, took all the water from them, having sixty to seventy pounds water pressure. The Washington and Friendship were obliged to stop, as they could not get water enough to supply their boilers.

About 10 o'clock, in the morning of April 21, 1876, Mayor Stauffer received a telegram from Columbia, stating that a large fire was raging there, and asking for assistance. The Union and Washington engines were dispatched, and arrived at Columbia at 11 o'clock. When they reached Columbia, the fire was pretty well under control, but the engines were put into service immediately. The Union played two streams for an hour, when it was deemed advisable to stop, as the engine had blown out the packing, and one of the valves was out of place. The fire was now nearly extinguished, but the Union hose was used for some time after by the Columbia and Vigilant of Columbia, and the Washington of Lancaster. The engine was in charge of Mr. G. Byron Cummings, the Company's Chief Engineer.

The afternoon of the 8th of May was selected by the Fire Committee of the City Councils and the Chief and Assistant Engineers of the Fire Department, for the inspection of the fire apparatuses. The Union was first visited, and everything

found in good condition. The engine made five pounds of steam in five and a half minutes.

About midnight of January 9, 1877, a fire was discovered in the tea store of Hunter Bros., East King street, near Centre Square. There had been a heavy fall of snow, and much difficulty was experienced in getting the engines to the fire. All the fire plugs in the vicinity were frozen shut, and considerable time was lost in getting them thawed out. The firemen worked heroically, but to great disadvantage, as the water froze constantly in their hose. Three business houses were burned—the first occupied by Messrs. Hunter, and Mr. H. H. Hesslet, latter; the second by High & Stirk, china and glassware; and the third by Foose & Stirk, house furnishing goods. The large clothing house of Myers & Rathfon was also slightly damaged by water. The loss was \$20,000, which was fully covered by insurance. The Union steamer did splendid execution at this fire.

The last fire at which the Union was of signal service, occurred early in the morning of the 5th of January, 1879. It took place in the double three-storied brick structure known as the Diffenderfer building, Nos. 57 and 59 North Queen street, and was occupied by Hirsh's clothing store, Westhaeffer's book store, Killian's paint shop, Harris's billiard saloon, and Berner Bros.' picture frame manufactory. The weather was of the coldest of the recent cold weather, and but few firemen or citizens were present. The water froze as fast as it issued from the hose, the front of the burning and adjoining buildings and the streets in the immediate vicinity being a sheet of ice. The *Daily Intelligencer*, in noticing the exertions of the firemen, says:

“During the fire the Washington steamer became disabled by the breaking of a part of its machinery, and had to retire. The Friendship, which had on the first water, was sent home about daybreak, being frozen up. The American, which was among the first to arrive at the fire, was sent home about

sunrise, it being then thought that the fire was out. As the flames broke out afterward, the Union remained in service until 9 o'clock."

#### INCIDENTS OF THE PAST.

"Variety is the spice of life." This Historical Sketch would hardly be complete without the recital of some incidents connected with the fires which have occurred in the past. These are not familiar to the people of the present generation, but are interesting nevertheless. They are also amusing, and will doubtless serve as a relish, a sort of piquant sauce, after having read many of the matter-of-fact details which have preceded. They have been mostly gathered from the reminiscences of several old citizens. Upon memory's shelf they have lain away for years, and are now published for the first time.

As a preface to these incidents, a communication from the *Lancaster Journal*, of February 15, 1811, is inserted. It is as follows :

"MR. HAMILTON: There was an alarm of fire last evening, which, as a thing of course, made me inquire how the people of this borough were prepared to meet such an event.

"'Have you any engines?'

"'Yes, we have four of them.'

"'Very well. Have you a sufficient quantity of buckets, ladders, fire-hooks, etc. ?'

"'Yes. We have four or five companies, as many ladders, and I believe as many hooks. Some of these companies are large, and every member of a fire company is provided with at least two buckets.'

"'Have you any hose ?'

"'No.'

"'No hose! Is it possible? In a place so compactly built, and so many deep back buildings, where, in many instances, your engines cannot act with advantage on the fire!'

"Mr. Hamilton: I would advise the people of this place (if





G. EDW. HEGENER,  
SECRETARY FROM 1877 TO 1879.



I could possibly think they were not able to buy some hose) to sell two of their engines, and supply themselves with hose.

“Except the fire would break out in several places at once, you could do more execution with two engines, supplied with 20 or 30 yards of hose, than half a dozen of bare engines. Perhaps some think hose is only useful in Philadelphia, and places similarly situated for water. But this is not the case. Unscrew the tube of your engine, and on the other end of the hose screw the tube, and go as near to the fire as the case will admit, and you will, with one-half or one-fourth of the water, time and labor, subdue the dangerous element.

“A STRANGER.

“N. B. The reason that the utility of this plan has not been observed by somebody or other before, is, perhaps, owing to the proverb, ‘Everybody’s business is nobody’s’—but as I am one of those despised beings called a bachelor, and in easy circumstances, I have therefore time to think of what is called ‘everybody’s business,’ and much good may it do you.”

“Twenty or thirty yards of hose!” That will create a broad smile upon the faces of the firemen of the present day. The directions of “A Stranger” how to unscrew the tube of the engine, screw the tube upon the other end, “and go as near to the fire as the case will admit,” must excite the risibilities of those who know nothing but of the workings of a steam engine. “A Stranger” was in advance of his time—that was all. Hose and fire-plugs were not known or thought of in Lancaster until a quarter of a century afterward. “Twenty or thirty yards of hose!” It reads like a burlesque, especially when the fact is placed in juxtaposition that the Union to-day alone possesses more than a thousand feet of the latest improved and most serviceable hose.

At the Dickson or Klein fire, on March 1, 1811, it is related that Governor Snyder (Lancaster was then the Capital of the State) was one of the first awakened by the cry of fire, and, getting up, hastily dressed himself, rushed out of the house



with an old-fashioned lantern in his hand, and rapped up his neighbors to render assistance. The Governor lived in the comfortable, spacious stone mansion, now owned and occupied by Dr. John L. Atlee, Sr., opposite to St. James's Episcopal Church.

A venerable lady, considerably more than four score years of age, a near relative of a gentleman who lived in an adjoining house to the burning buildings, told the writer that the members of the Legislature were among the first at this fire, assisting manfully, helping to remove the furniture, and saving the property of her relative from destruction, and pleasantly, even gratefully, remarked, "they were such nice men." How the members got to the fire so early, and were of so much assistance, may be inferred from what another old citizen tells. They were playing cards in their chambers in the old Michael Hotel (now Stott's), on North Queen street. This is a sinful amusement which legislators of the present day would hardly indulge in. "With charity for all, and malice toward none," let us liken them unto Cæsar's wife—"pure and above suspicion."

Away back, in the time of the second war with England, on one occasion, a fire broke out in the chimney of the residence of the late James Hopkins, Esq., a member of the Union, which stood upon the site of the present Court House. A middle-aged man, who had been a sailor, went upon the roof (in the language of the gentleman who related the incident, "crawling up as nimbly as a cat"), and extinguished the fire with a bucket or two of water, without calling into requisition the "buckets, bags, and baskets" of his fellow-firemen. This man was subsequently hung as a pirate. About this time quite a number of young men left Lancaster for the purpose of becoming privateers to prey upon the commerce of England. From one step to another, they became pirates, and the end of at least two of them was an ignominious death. This incident is familiar only to a few persons of the present day, but it is reliable in every respect.

Many years ago, a prominent citizen of Lancaster (one of those men, however, who had "kinks in his head") stated to another equally prominent citizen, that he had an idea how to prevent the spreading of fires. It was this: To place an ice house at each corner of the Court House, in which should be stored huge blocks of ice. When a fire occurred, there should be persons detailed to carry these blocks of ice to the surrounding buildings, place them on the roofs, and thereby prevent them from taking fire. The other gentleman listened patiently to the suggestion of his friend, and then remarked: "Yes, that is a capital idea; but it will require the houses to take fire, and burn down, before the ice will melt." This had not been thought of by the originator of the theory, and, as a matter of course, it was never carried into practice.

During the alarm of fire caused by the burning of the old stage barn, November 1, 1832, a lady was roused up, and, picking up her infant who was asleep by her side, in her haste and confusion not taking time to dress, ran in her night clothes all the way from her residence, in West Orange street, near Charlotte, to East Chestnut street, near the fire, where her sister resided. Fortunately, no ill results followed this rash step. The lady is still alive, hale and hearty. Her infant is a stalwart man, and a prominent master builder of Lancaster.

There are few who do not remember John Michael, proprietor of "The Grapes," North Queen street. He was a quiet, gentlemanly man, an excellent neighbor, and esteemed citizen. His hotel was old-fashioned and unpretentious, but exceedingly home-like in its comforts. For more than half a century the *cuisine* of "The Grapes" had been noted, and one of Michael's meals (especially the roast beef and pastry) was "a feast fit for the gods." Many of the eminent men of the country, of a past generation, have broken bread and sipped their Madeira at this old hostelry. At the Armstrong or Wentz fire, on the night of the 14th of January, 1836, Mr. Michael closed up his hotel (in those days early hours were

religiously kept), and walked up to see the fire. While standing on the pavement, with his hands in his pockets, looking at the burning building, the gable end fell out and over him, and he was encircled by a window frame, from which the sash had previously been removed by the firemen. Strange to say, fortunately for Mr. Michael, no injury resulted, but it was the frequent occasion in after years for many a laugh at his expense.

An interesting incident in connection with this fire is told of the lamented Rt. Rev. Bishop Bowman. He responded with alacrity to the alarm, and with an axe, which he had thrown over his shoulder, began cutting away at a corner of the burning building, taking it to be a frame structure; but, as it happened to be log and frame, he did not make much progress. However, he worked zealously to prevent the fire from spreading. The Bishop was tall, sinewy, graceful, and active, and worked with a will. He literally obeyed the Scriptural injunction, "Whatsoever thy hand findeth to do, do it with thy might." The efforts of himself and his fellow-citizens were successful in saving the surrounding buildings. This was not the only occasion when the sainted Bishop acted as a fireman. At the Hall or Buchanan fire, a few days subsequently, he was again on hand with his axe, and displayed a similar zeal in caring for the interests and saving the property of his neighbors.

At the Diffenbach fire, on Sunday afternoon, December 3, 1837, a laughable incident is related of the late Rev. Dr. John C. Baker, for twenty-five years the revered pastor of Trinity Lutheran Church. Few of the older citizens of this city who do not recollect good old Father Baker, "an Israelite, indeed, in whom there was no guile." The fire threatening the church, and the Sunday-school being in session at the time, Dr. Baker naturally became worried and anxious. Rushing out to assist in averting the impending calamity, in his course through the alley an affrighted pig ran between his legs, upset him, and left him sprawling upon the ground. Fortunately, the flames



were stayed, and the old church, with its grand and graceful steeple, (few, if any, that are more symmetrical), is left as one of the time-honored and admired buildings of the old Lancaster.

In the alley-way of the residence of Col. William Gumpf, No. 108 East King street, there are eight fire-hooks in the wall, upon which the old fire-ladders were hung. When a boy, sixty years ago, Col. Gumpf has a distinct recollection of seeing these ladders taken down and carried to fires. This house is more than eighty years old, and the back building was erected at least a century and a quarter ago. When Thomas McKean was Governor of Pennsylvania, this residence was the Gubernatorial Mansion, and afterward was the Lancaster Bank.

In the days of the "bucket, bag, and basket," when the cry of fire was raised, the members of the fire companies would throw their buckets out of the windows or doors of their houses or places of business, and the first persons coming along would pick them up and carry them to the fire. On this account, occasionally, the buckets would be missing for several days, but in the end were taken back to the engine houses, and restored to their rightful owners. Many of our older citizens recollect seeing this time and again, and the incident was related with much gusto by one of the most distinguished of the Union members, now on the Honorary List. This would be considered a ludicrous performance in this progressive age; but with the means and facilities of the firemen fifty years since, and even less, it meant duty, and manifested the interest men had in the protection of the property of their neighbors, more especially as the firemen then were nearly all owners of real estate, and all worked for the common weal. If the old Union buckets, a few of which are yet in existence, could speak, what a tale they could unfold of gallant exploits and heroic sacrifices, of pleasure mingled with sorrow, of danger allied to duty, in the years which long since have

passed down the stream of time. Ah, reader, in more ways than one were those "the times which tried men's souls." Well may the members of the Union honor the memories of the men who were the firemen of a half and a century ago.

#### OUTSIDE WORK OF THE SUCTION AND STEAM ENGINES.

The old Union Button suction engine was frequently called into service for the purpose of pumping out vaults, cellars, and wells. Upon one occasion, in the month of April, 1859, the beer vault belonging to the late Mr. Henry Franke, at the corner of East Walnut and Shippen streets, became filled with water, which was attended with much annoyance and expense to Mr. Franke. Application had been made to the Friendship to pump it out, but, for want of sufficient suction hose, that company was unable to do so. The Union was then applied to, and they also being deficient in the same respect, had made a zinc pipe, seven feet long, which was soldered fast to the suction pipe, and undertook the task. The result is thus described in the *Daily Express* of Saturday, April 9, 1859:

"The superiority of the Button & Blake suction fire engine is most apparent at every new trial. It has proved itself not only efficient and valuable in case of fire, but also in cases where there is 'too much water'—the filling in of cellars, vaults, &c. On Thursday, the capacity of the Union suction engine, No. 1, of this city, was thoroughly and satisfactorily tested. The large beer vault of Mr. Franke, corner of Shippen street and the New Holland pike, had filled up with water, and after trying various methods to get it out without success, he applied to the members of the Union, who undertook the task of pumping it dry. The engine was put to work, and in six working hours threw out 32,085 gallons of water, being at the rate of 5,347 gallons per hour, or nearly 90 gallons per minute, and sucking the distance of nearly 25 feet. This is certainly a great feat, and deserves the attention of all who wish protection from the two great elements—fire and water.

From a calculation made, the same quantity of water could have been pumped out in about two hours and a half had the engine been properly manned by about forty men."

The outside work done by the Union steamer is more remarkable still. Two articles, one describing the difficulty of pumping out a well belonging to the late Mr. Benjamin Mishler, and the other how the feat was accomplished, appear in the *Daily Express*. The first is from that journal of Friday, June 14, 1867:

"*An Obstinate Well.*—Mr. B. Mishler, up in his garden in Church street, has a large well of fine spring water, which has not been used for some time, but which he proposes to clean out and fit up for the accommodation of visitors. When Mr. Mishler conceives and adopts a plan, he will put it through, no matter what obstacles may be in his way. He has, however, very nearly met his match in his well, for it refuses to be pumped out so that it can be cleansed. After working with hand pumps for several days, he found out that he had made no progress, and abandoned that plan. Yesterday he got the steam fire engine of the Sun at work to *suck* the well dry, but the well proved as obstinate as Mishler, and refused to be *sucked*. After working several hours, it was proposed to flood the well with water from the fire plug, so as to give the steamer a better start. This was done, but after several hours of work no perceptible difference in the decrease of the water was observed, and night coming on, further operation was postponed until to-day. What measure of success attended the work to-day, we have not learned at this writing. But Mishler has made up his mind that the well must be thoroughly cleansed, and it will be done."

Now for the result, which is thus given in the same paper of June 17, 1867:

"*That Obstinate Well.*—We referred the other day to the well in the garden of Mr. Mishler, in Church street, which was so obstinate as to refuse to be pumped dry, in order that it



could be cleaned out. We said, also, that Mishler was obstinate when he made up his mind to do anything. It was two forces operating against each other, and the stronger would conquer. Mishler proved the stronger. After several days' work with all sorts of contrivances, he called in the aid of a steam fire engine, which worked two days without avail. There were other steam engines in town, however, and he made the proposition of a liberal reward to any one which would accomplish the object. The members of the Union Button engine promptly accepted the challenge, and this morning at 4 o'clock went to work, and, after two or three hours work, pumped the well so completely dry that it could be cleansed without difficulty. The debris brought up consisted of mud, tin kettles, pans, stones, and a lot of silver spoons! Mishler intends to have the latter struck into a medal, in commemoration of the event, and presented to the Union."

The medal was subsequently struck, and is now in possession of the Company. It is of solid silver, made in the shape of a button, two inches in diameter, and one-eighth of an inch thick, with an engraving of the engine. On it is the following inscription: "Presented to the Union S. F. E. & F. H. Co., No. 1, by Dr. Benj. Mishler, for pumping out the Well in his Garden, on Church st., June 17th, 1867."

In the month of July, 1867, the gasometer of the gas-works, at Columbia, was found to be much impaired. It became necessary to pump out the water, so that the repairs could be made. Application was made to the Union for the use of their Button steamer to do the work. The offer was accepted, and how successfully the work was accomplished, is thus noticed by the *Daily Express*, of the 9th of July:

"The gasometer is forty-two feet in depth, and the height of the water was fifteen feet four inches. The steamer got to work at 6 a. m., and continued without intermission—with the exception of a period of five minutes, when she was stopped in

order to afford an opportunity to oil the machinery, etc.—for eight hours and ten minutes. The engine averaged two hundred and eighty revolutions a minute, and the total amount of gallons of water pumped out was 151,824. While working at her usual speed, a test was made by timing her, and in fifteen minutes she threw out 6,006 gallons, over 24,000 gallons per hour. The engine pumped all the water out with the exception of six inches. She worked beautifully and steadily, requiring neither blocking nor bracing in any way, and her performance was deservedly commended by all who witnessed it. A better test of the ability of the apparatus could hardly be made. It was a dead stretch of eight hours and ten minutes, with only an interval of five minutes during all that time. During the day, there was a two hours' rain-fall, but she went on without being the least incommoded. After the job was finished at the gas-works, the engine was taken to the Odd Fellows' Hall, where it was intended to test her forcing powers; but the main being too small, she did not work to advantage. She, however, threw over the flag-staff in front of the hall with two streams. The steamer was brought back to this city last night, and by 11 o'clock was ready for service."

The steamer was in charge of Messrs. Thomas Thurlow, J. R. Waters, and Strickler R. Everts.

But an even still more wonderful feat was accomplished by the steamer. In the month of August, 1868, there was a heavy rain, which filled cellars and vaults, prevented the pumping of water into the reservoirs, and stopped the supply of water to the city. Nos. 2 and 3 Cotton Mills being obliged to keep their works running, the master mechanic, Col. Thomas Thurlow, called upon the officers of the Union to send the steamer to their assistance, and supply the mills from a small run about three hundred feet from one, and six hundred feet from the other mill. The steamer was started at 5½ o'clock in the morning, and kept running until 6 o'clock in the evening, only stopping half an hour at noon, to give the engineer and

fireman an opportunity to eat dinner. This was a severe test for a third-class engine, as the water was lifted through twenty feet of suction hose, and forced through three hundred and six hundred feet of hose to the fourth story of the mills.

After this the steamer was taken to Franke's beer vault, and lifted the water through thirty feet of suction hose perpendicularly, working for three hours without stopping. It has pumped out various cellars and vaults since that time. "The laborer is worthy of his hire," is an aphorism applicable here, for the outside work of the Union's suction and steam engines has been the means of adding considerably to the revenue of the Company.

#### RECENT ACCIDENTS.

At an alarm of fire, on the evening of December, 17, 1878, Mr. George Gardner, one of the drivers, was kicked by the horse drawing the hose cart, and his knee-cap broken. A ball was held for his benefit at Fulton Opera House, on the evening of January 10, 1879, at which \$91.50 were realized, and turned over to him.

An alarm was given at 7 1/2 o'clock, on Tuesday evening, the 25th of February, 1879. The horses were promptly on hand, and in a few minutes hitched to the engine and on the road. The streets were covered with ice, and, in turning the corner of Market street into Orange, the engine was thrown violently to the opposite side of the street. The result was, one of the hind wheels was broken, upsetting the engine, and also somewhat bending the suction arms and dinging one side of the dome. Mr. Jacob R. Waters, Chief Engineer, and Messrs. W. H. Clepper and George H. Shenk, Assistant Engineers, were on the rear of the engine at the time, and were thrown to the ground, but fortunately only slightly bruised. The driver, Mr. C. C. Geiter, escaped by jumping on the back of one of the horses. A pair of new wheels was ordered the next morning, and on Saturday evening following, February





CHARLES A. HEINITSH,  
TREASURER FROM 1866 TO 1879.



29th, the repairs having been made, the engine was taken to a plug and tried, when everything was found to be in complete working order. This is only characteristic of the promptness of the Union.

#### WHO HAVE BEEN MEMBERS OF THE UNION.

Here and there scattered through the records are the names of those who have been active members of the Union from its organization down to the present time. The list given below, imperfect as it may be, is a formidable one, and comprises the names of Adam Reigart, Sr., Edward Shippen, Robert Fulton (father of the inventor of the steamboat), William A. Atlee (one of the Justices of the first Supreme Court of Pennsylvania), Adam Simon Kuhn (a member of the Provincial Convention of 1775), George Ross (a signer of the Declaration of Independence), Wm. Henry (a member of Congress from 1784 to 1786), Jasper Yeates (a Justice of the Supreme Court), Paul Zantzinger, Bernard Wolff, John Eberman (maker of the old-fashioned eight-day clock), Christopher Reigart, John Hubley, William Parr, Christopher Hager, John Joseph Henry, Adam Hubley, Adam Reigart, Jr., Stephen Chambers, Matthias Slough, James Burd, Charles Smith (a Judge of the Court of Common Pleas), John Eberman (cashier of the Farmers' Bank of Lancaster), William Montgomery, James Hopkins, Robert Coleman, Joseph Ogilby (cashier of the Pennsylvania Branch Bank), John Passmore (first Mayor of Lancaster), Samuel Humes, M. D., George H. Krug, Walter Franklin (a Judge of the Court of Common Pleas), Abraham Carpenter, M. D., James Espy (afterward a prominent merchant of Harrisburg), John Myer, Henry M. Reigart, Benjamin Ober, George, William B., and James Ross (sons of the signer of the Declaration), Henry Shippen, Daniel Reigart, John N. Lane, John Reynolds (editor of the old *Lancaster Journal*, and father of the lamented hero of Gettysburg), James Buchanan (fifteenth President of the United States), Wm. C. Frazer, Edward Cole-



man, Aug. J. Kuhn, Jos. Hubley, Gerardus Clarkson (cashier of the Farmers' Bank), Robert C. Ross, Peter Hawman, Joshua Scott, James Evans (cashier of the old Lancaster Bank), Frederick Hubley, George Beckel, Jasper Y. Smith, John Rupley, Hugh Maxwell, Charles Kline, Henry R. Reed, George H. Whitaker, John Baer, Jasper Slaymaker, John Mathiot (Mayor of Lancaster from 1831 to 1842), Philip W. Reigart, Henry Y. Slaymaker, John Ehler, Philip Reitzel, John Carroll, Peter G. Eberman (the oldest living member of the Company), Jacob Eicholtz (the noted portrait painter), S. D. Orrick, Robert D. Carson (cashier of the Lancaster County Bank), John H. Duchman, Matthias Zahm (for nearly half a century crier of the courts of Lancaster County), John R. Montgomery, Christian Rine, Michael McGrann, George W. Jacobs, Robert Moderwell, Edward C. W. Dawson, Benjamin Eshleman, Clarkson Freeman, M. D., Jacob Bear (the second oldest living member of the Company), Jacob Frey, Henry Hibshman, Thos. Jefferies, William Ihling, John Brown, Willoughby L. Webb, Adam Diller (Adjutant-General under Governor Porter's administration), Francis Russell, Arthur Armstrong, (a well-known portrait painter), Edward Parker, Samuel R. Slaymaker, (a noted stage proprietor), Robert M. Barr, (for years Reporter of the Supreme Court), Benjamin Champneys (Judge of the Court of Common Pleas, and subsequently Attorney-General under Governor Shunk's administration), Joshua W. Jack, William Downey, Jacob Weaver, Israel Carpenter, (a noted surveyor and conveyancer), Edward H. Brien, Daniel Harman, C. F. Hoffmeier, Robert King, M. W. Barton, Henry P. Carson, Peter Bier, M. D., Henry Rogers, Jacob Foltz, Thomas J. Barry, Newton Lightner, Thomas E. Franklin (Attorney-General under Governor Pollock's administration), Henry E. Leman, Henry S. Magraw (State Treasurer of Pennsylvania in 1856-57), George M. Steinman, Adam Metzger, Christian Widmyer, Christian Gast, George Getz, Henry Garrecht, Charles Nauman, Samuel E. Gundaker, Frederick Dern, Elijah McLenagan,

James B. Lane, Henry C. Locher, M. O. Kline, John P. Myer, John L. Thompson, William F. Bryan, Christian H. Lefever, John F. Shroeder, G. Taylor Lane, James Smith, Edward B. Grubb, Henry Hegener, Philip Ranninger, William C. Hull, Lewis Hurford, Jacob Christ, George W. Reichenbach, Adam Rotharmel, Michael Malone, Richard McGrann, Alexander Cassidy, M. D., Bernard McGrann, Bernard Flynn, Henry Wilhelm, Henry Carpenter, M. D., A. H. Carpenter, M. D., J. Aug. Ehler, M. D., W. O. Jenkins, George Wilhelm, John W. Forney (now editor of *Progress*), Anthony E. Roberts (member of Congress from 1854 to 1858), Horace Rathvon, (cashier of the First National Bank), Christian Shertz, Conrad Silvius, Return E. Fahnestock, C. Amandus Ehler, John W. Hubley, Henry Barnett, Watson H. Miller, George D. Sprecher, James L. Reynolds (Quartermaster-General under Governor Curtin's administration), Charles W. Cooper, William L. Peiper (cashier of the Lancaster County National Bank), Amos Slaymaker, Rev. Alexander H. Shertz, John H. Reigart, John D. Skiles, George K. Reed, Amaziah C. Barr, Robert R. Carson, William B. Strine, Stephen C. Slaymaker, Reuben Black, J. Augustus Beck (now a well-known artist of Harrisburg), Strickler R. Everts, Simon P. Eby, Thomas Black, Jacob S. Duchman, Edward M. Eberman, James H. Reigart, P. Gonter Eberman, William B. Harman, and John P. Weise.

It rarely or seldom happens that all the members of a family are members of one organization, but the Union can boast of this. The Hegener family, consisting of Henry Hegener, father, and J. H. Hegener, Jr., Frank Hegener, Benjamin Hegener, and G. Edw. Hegener, his sons, are all active members of the company at the present time.

#### OFFICERS OF THE COMPANY—PAST AND PRESENT.

The first President elected was Mr. Adam Reigart, Jr., who was chosen on the 16th of January, 1813. He was re-elected for thirty-one years, until his death, in 1844.

On the 8th of June, 1844, Mr. Henry R. Reed, who had so long occupied the position of Secretary and Treasurer, was chosen Mr. Reigart's successor, but, owing to his expected removal from the city, he was forced to decline the honor.

On the 13th of July, 1844, Mr. John Ehler, who had for many years been active and efficient in the service of the Company, was elected. He served until 1848. Mr. Ehler was High Sheriff of Lancaster County from 1842 to 1845.

On the 8th of January, 1848, Mr. Newton Lightner was elected Sheriff Ehler's successor. Mr. Lightner's suavity of manner, superior executive ability, prompt and efficient discharge of the duties, made him an admirable presiding officer. He served until 1855, when he declined a re-election.

On the 5th of January, 1855, Mr. Charles W. Cooper (now a resident of Pittsburgh) was elected. He only served for one year.

January 4, 1856, Capt. Henry E. Slaymaker was chosen, and has been continued in the position ever since.

#### SECRETARIES.

From 1760 to 1813, the following gentlemen served respectively as Secretaries: Henry Dehuff, John Eberman, Adam Reigart, Sr., Charles Clugh, Lodwick Stone, Christopher Reigart, William A. Atlee, John Stone, Christopher Crawford, Samuel Boyd, Christopher Ginther, Abraham Riblet, George Burkhart, James Burd, Edward Shippen, William Henry, Robert Boyd, John Sayre, M. D., Joseph Simons, Matthias Slough, Anthony Snyder, Christian Voght, Godfried Kline, Rudolph Stone, John Hopson, Bernard Wolff, Matthias Dehuff, Jasper Yeates, Matthias Graeff, George Graeff, Peter Riblet, Michael Musser, Leonard Kline, Paul Zantzinger, George Ross, Jr., John Hubley, William B. Ross, Charles Hall, James Ross, Andrew Levy, John Graeff, Frederick Hubley, Conrad Swartz, Valentine Krug, George Musser, Joseph Shippen, Jr., Jacob Graeff, Stephen Chambers, Adam Hubley, Jr., Myer



Solomon, Michael App, James Jacks, Solomon Etting, Henry Bennett, Christopher Hager, Frederick Kuhn, Thomas Turner, John Trissler, William Kirkpatrick, Alexander Scott, John Joseph Henry, Adam Reigart, Jr., Christian Stake, Charles Smith, William Montgomery, James Hopkins, George Graeff, George Slough.

On the 16th of January, 1813, John Eberman was elected to the position, to serve for one year. He was continued until 1818, when he declined a re-election.

George Beckel served from 1818 to 1823.

Henry R. Reed, from 1823 to 1841.

John W. Hubley, from 1841 to 1842.

John Brown, from 1842 to 1849.

J. B. Kaufman, from 1849 to 1852. Mr. Kaufman resigned on the 14th of August, 1852. A vote of thanks was tendered him "for the able manner in which he had served the Company." Under his administration the finances of the Company got upon a sure footing.

George K. Reed, from 1852 to 1862.

Frank L. Calder, from 1862 to 1863.

Edwin E. Snyder, from 1863 to 1869.

George W. Kendrick, from 1869 to 1875.

Robert Clark, from 1875 to 1876.

George W. Kendrick, from 1876 to 1877.

G. Edw. Hegener, from 1877 to 1879.

#### TREASURERS.

At the beginning of the records of the Company, in August, 1764, Mr. Christopher Crawford was serving as Treasurer.

James Burd was his successor, and served from 1765 to 1766.

Henry Dehuff, from 1766 to 1789.

Adam Reigart, Sr., the great-grandfather of the present President of the Company, from 1789 to 1813.

John Eberman, from 1813 to 1818.

George Beckel, from 1818 to 1823.

Henry R. Reed, from 1823 to 1841.

John W. Hubley, from 1841 to 1842.

John Brown, from 1842 to 1849.

J. B. Kaufman, from 1849 to 1852.

George K. Reed, from 1852 to 1866.

Charles A. Heinitsh, from 1866 to 1879.

A careful inspection of the records exhibits the fact that from the beginning the Company was exceedingly fortunate in the selection of its officers. The minutes of most of the Secretaries are well kept, some of them admirably, and in such a shape that it has been comparatively an easy matter to arrive at information sought for. But for this fact, this sketch would necessarily have been deficient, in some respects at least.

#### THE COMPANY'S RELICS.

In the Company's museum are a number of relics, which are carefully treasured and preserved. They are noticed as nearly according to age as possible.

Two fire buckets—one belonging to Robert Fulton, father of the inventor of the steamboat; the other to the late John Myer. Both have upon them the year of organization, 1760.

One of the fire ladders made in 1785.

A brass plate, with the inscription, "Instituted 1760," which was taken from the front of the old hand-engine.

A willow basket, 38 inches long, 21 inches wide, and 15 inches high. It is about double the size of an ordinary wash-basket, and in an excellent state of preservation. It is known to have been used as far back as 1811.

A green pole used for forming ranks. Presented by the late John Baer, editor and proprietor of the *Lancaster Volksfreund*, father of the present owners of that establishment.

Two bags. No. 1, name of the donor not known. No. 16, owned and presented by the late George H. Krug. Both are marked 1760. They resemble salt sacks, were called "plunder

bags," and used by the members at a fire to carry out valuables from a burning building. Both are well preserved, and made of the best quality of flax.

A helmet of 1814, which was worn by the engineers and axemen.

Two satin banners—one made in 1837, presented by the late Mrs. Emanuel C. Reigart, then Miss Henrietta Reigart; the other, carried for the first time in the parade of May 3, 1838, presented by the late Mrs. Henry S. Magraw, then Miss Emily Hopkins.

A copper fire trumpet, presented by Hon. Thomas E. Franklin, in 1840.

A silver fire trumpet, presented by the Lafayette Hose Company, of Baltimore, Maryland, in 1843.

A plaster of Paris statue of Washington, and busts of similar material of Jackson and Lafayette, which belonged to the old Lancaster Fencibles.

A sword from the Antietam battle-field. Presented by Capt. Philip L. Sprecher, of the Union Guards.

Four silver torches, presented by lady friends of the Company on the 22d of October, 1866.

Photographs and names of the members, inclosed in a large frame, who participated in the Centennial parade, August 14, 1860.

Photograph of a company of the Fire Department of Frankfurt-on-the-Main, Germany. Sent from Germany.

A card from the U. S. Hose Company, No. 14, of Philadelphia, containing photographs and names of the members who were the guests of the Union during a visit in 1867.

Upon the wall, just back of the President's desk, is a magnificent testimonial from the Hibernia Engine Company, No. 1, of Philadelphia, presented March 11, 1868, as a mark of respect for the many kind attentions, especially on the occasion of the parade of October 17, 1867, by the Union members.

The card of thanks, neatly engrossed, from the citizens of



Litiz, for the aid rendered at the fire in that village on the 31st of July, 1873.

On the walls of the parlor hang portraits of Henry E. Slaymaker, Charles A. Heinitsh, George K. Reed, and the late B. F. Baer and Stuart A. Wylie.

Perhaps one of the rarest, certainly one of the most interesting, relics, is a bottle, old-fashioned and odd-shaped, moulded in sand, with the name "Joseph Simons, 1760," blown in upon the side. Mr. Simons was one of the earliest members of the Company. This bottle came into the possession of the Company about fifteen years ago. In 1866, it was filled with "Old Reigart Brandy," of the vintage of 1845, and a label, written in the elegant chirography of Mr. Charles R. Frailey, was pasted upon it. It reads: "Old Brandy, vintage 1845, made by Pinet, Castillon & Co., Cognac, France. Imported by H. E. Slaymaker, Agent for Reigart's Old Wine Store, per the William Frothingham, Capt. Owsely, port of New York, Dec'r 9th, 1865, and presented by H. E. Slaymaker to the Union Steam Fire Engine and Forcing Hose Co., No. 1, with the request that it shall not be opened until the Bi-Centennial Anniversary, August 14th, 1960." This bottle was intrusted to the care of Mr. Charles A. Heinitsh, Treasurer, and has since been placed by him with the other records of the Company in the vault of the Farmers' Bank of Lancaster.

When the second centennial of the Union Fire Company shall have come round in the cycle of time, and this bottle be opened, who among the present generation will be there to see and taste? It is hardly within the range of possibility that the child is living to-day who will be so fortunate. The Psalmist says: "The days of our years are three score years and ten, and if by reason of strength they be four score years, yet is their strength labor and sorrow—for it is soon cut off, and we fly away." The reader can make his own comment. Nearly one hundred years to come!

“Where, where will be the birds that sing  
A hundred years to come?  
The flowers that now in beauty spring,  
A hundred years to come?  
The rosy lips, the lofty brow,  
The heart that beats so gaily now,  
Oh! where will be love's beaming eye,  
Joy's pleasant smile, and sorrow's sigh,  
A hundred years to come?

“Who'll press for gold this crowded street  
A hundred years to come?  
Who'll tread yon church with willing feet  
A hundred years to come?  
Pale, trembling age, and fiery youth,  
And childhood with its heart of truth,  
The rich, the poor, on land and sea,  
Where will the mighty millions be,  
A hundred years to come?

“We all within our graves shall sleep  
A hundred years to come;  
No living soul for us will weep  
A hundred years to come;  
But other men our lands will till,  
And others then our streets will fill,  
While other birds will sing as gay,  
And bright the sun shine as to-day,  
A hundred years to come!”

#### CONCLUSION.

Finis is reached. This Historical Sketch is ended, and the story of the one hundred and nineteen years of existence of the Union Fire Company has been narrated. The exhuming of musty records and archives, has confirmed, beyond peradventure, the seniority of the organization in the Fire Department of Lancaster. It is thought the collation of these pages will give pleasure, and, in some respects, impart information, so that the time, labor, and research bestowed upon the work will not have been in vain.

## ACTIVE MEMBERS, 1879.

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Ackerman, John W.,  
Albright, John,  
Bateman, Jacob,  
Bauer, Eugene,  
Bausman, S. D.,  
Biggs, Joseph C.,  
Borger, George W.,  
Clark, Robert,  
Clepper, William H.,  
Clinton, Albert,  
Cox, William F.,  
Cummings, G. Byron,  
Curry, George,  
Davis, George,  
Deaner, John,  
Effinger, Charles,  
Fisher, George L.,  
Fisher, William F.,  
Hegener, G. Edw ,  
Heinitsh, Charles A.,  
Henry, William,  
Keller, Jacob F.,  
Kempf, Philip,  
Lamparter, E. J.,  
Lebkicher, J. B.,  
Lehman, Charles,  
Lyte, J. L.,  
Martin, John L.,  
May, C. F.,  
McLaughlin, William,  
Miller, J. Henry,

Myers, Paul,  
Nauman, William,  
Overdeer, Silas,  
Patterson, Charles F.,  
Reynolds, Elwood,  
Risse, Victor,  
Rotharmel, D. L.,  
Seith, Charles W.,  
Seith, Frederick G.,  
Shenk, George H.,  
Shirk, Reuben,  
Shultz, Charles,  
Slaymaker, Henry E.,  
Smith, Philip,  
Snyder, E. E.,  
Snyder, Henry,  
Spicer, Frank,  
Staley, John,  
Stanley, A. J. K.,  
Stanton, E. H.,  
Thackara, William H.,  
Thurlow, Thomas,  
Trissler, E. H.,  
Waters, Jacob R.,  
Weitzel, John,  
Wetzel, S. M.,  
Wetzel, William C.,  
Young, Charles,  
Youngman, Percy,  
Zahm, Al. M.,  
Zahm, George E.



## HONORARY MEMBERS, 1879.

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Baer, C. Rine,  
Baer, Reuben A.,  
Bear, Jacob,  
Boyle, John A.,  
Breneman, A. N.,  
Broome, Bernard,  
Carpenter, Henry, M. D.,  
Doersh, George L.,  
Downey, James F.,  
Dunlap, John M., M. D.,  
Eberman, Peter G.,  
Ehler, C. Amandus,  
Ehler, J. Aug., M. D.,  
Erisman, Daniel,  
Everts, Strickler R.,  
Franklin, Thomas E.,  
Garrecht, Henry,  
Gast, Christian,  
Gemperling, John,  
Grosh, J. L.,  
Gundaker, Samuel E.,  
Hegener, Frank,  
Hegener, Henry, Sr.,  
Hegener, J. Benj.,  
Hegener, J. H., Jr.,

Hoffmeier, Jacob L.,  
Hubley, John W.,  
Kaufman, Junius B.,  
Kautz, Edward,  
Lehman, J. B.,  
Lee, Amos,  
Leech, Richard T.,  
Lichty, J. B.,  
Lightner, Newton,  
Michael, Webb,  
Millar, William,  
Overdeer, John A.,  
Reed, George K.,  
Reynolds, James L.,  
Sheaff, Henry,  
Shober, John A.,  
Shober, William H.,  
Slaymaker, Amos,  
Slaymaker, Samuel E.,  
Walker, Michael,  
Weitzel, W. H.,  
Wilhelm, Henry,  
Zahm, Edw. J.,  
Zahm, Michael.























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